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REPORT OF KANSAS GRAIN DEALERS' CONVENTION IN THIS ISSUE

THE AMERICAN ELEVATOR AND GRAIN TRADE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co. } Vol. XXXV.

CHICAGO, ILLINOIS, JUNE 15, 1917

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MISTER SHIPPER
Chicago, Illinois

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RODGERS**

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**SIMONS, DAY
& Co.** GRAIN,
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STOCKS,
BONDS.

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We solicit consignments and offers of
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IDEAL POWER FOR ELEVATOR SERVICE



Quickly started. Easily handled, requiring only incidental attention. Smooth governing, low fuel consumption, at full and fractional loads. Uses cheapest crude or fuel oil. Satisfaction guaranteed. Simplicity very appealing. Strongly constructed and long life. Write today for abundant facts and proof of what thousands of others have been accomplishing.

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85, and 100 H. P. Write today.

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Carlisle Commission Co.

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KANSAS CITY, MISSOURI

(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

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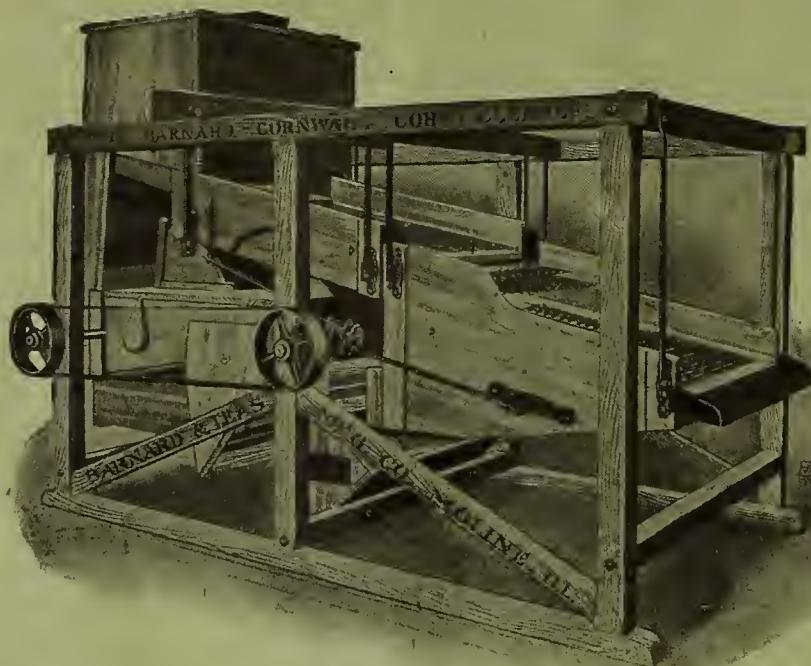
The Barnard-Cornwall Corn Cleaner

Is practically two machines in one—a corn cleaner and a receiving separator, according to the kind of sieves used.

Will clean wheat, oats and other grain as well as corn.

It has a double row of steel rods for separating the corn from the cobs and husks. Is equipped with our patent finger sieve which cannot clog. Has counter-balanced shaker, two air separations and the latest style feeder.

*The First
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Corn Cleaners*



*Always
the Leader
in Capacity,
Efficiency
and Durability*



The Victor Corn Sheller

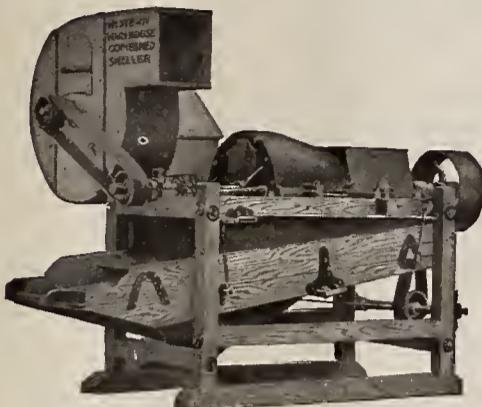
Is known wherever corn is grown as the standard sheller. It shells corn economically, efficiently and easily.

Has spiral conveyor feed and is adjustable while running.

Install these machines and be ready for the new crop.

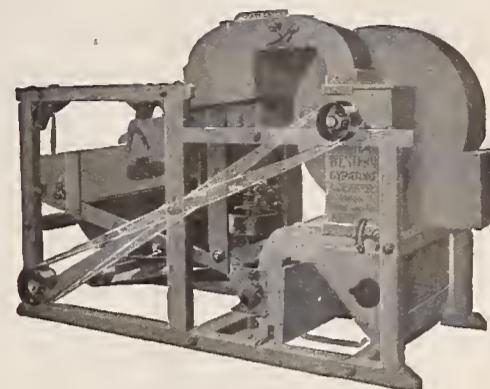
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ESTABLISHED 1860. MOINE, ILLINOIS, U.S.A.

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"Western" Warehouse Combined Sheller

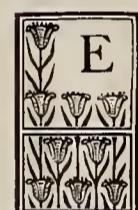
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HERE'S real high grade machines, perfected through years of painstaking experiment to make them dependable, efficient and as nearly fool proof as possible—machines that can be trusted to do their work at all times. Western equipment always makes good and for that reason we have found it easy to secure repeat orders.



LEVATOR men must do their share in helping the Government during the war, and the surest and best way is to be absolutely sure that your equipment is fully prepared to handle grain without delay when called upon. If your elevator is in shape to do this your business and profits are unlimited.

Before building your new elevator or remodeling your old plant, investigate the WESTERN LINE. A careful comparison between these machines and others will readily convince you of their superiority. Write or wire for our catalogue containing complete line of grain elevator equipment.



"Western" Pitless Warehouse Sheller

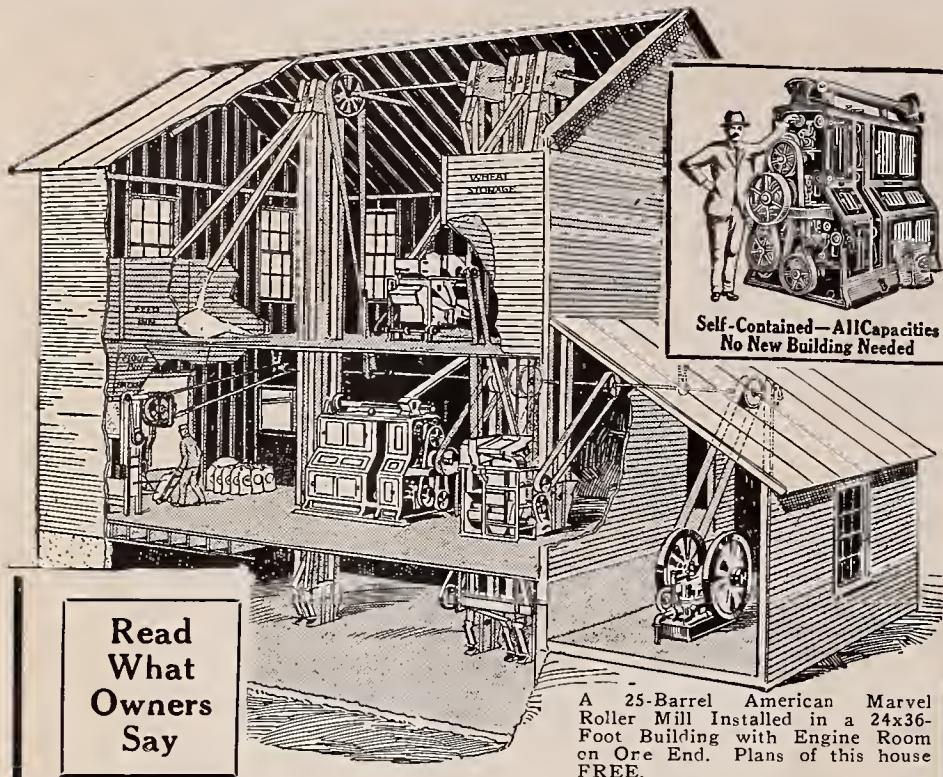
Union Iron Works

Decatur, Ill., U. S. A.



"Western" Rolling Corn Screen Cleaner

Complete line of Shellers and Cleaners kept at 1221-23 Union Ave., Kansas City, Mo.



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Owners
Say

M. L. Snyder & Sons, Levels,
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"It is now two years since we started our 25-barrel American Marvel Mill. We have not had the least trouble or expense with same and it has met every claim. To say that we are highly pleased is putting it mildly.

"It is easier to operate, makes much, much better quality of flour, and more of it per bushel of wheat, uses about one-third as much power and will earn 25% more money NET than the long system mill. The man who starts a new mill that isn't an American MARVEL mill is going to lose money every day that he operates it. We have put both long and short systems to the acid test and must say that you have the best flour mill on the market."

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Electric Roller Mills, Golden Valley, Va., say: "After 34 years of long-system milling we installed an American Marvel, which is easier to operate, saves labor, makes better flavored flour and makes it cheaper."

Morgantown Milling Co., Ky., say: "Mistake we made was not buying an American Marvel sooner. We lost money on our long-system mill. Now making money. It's the only mill—makes the best flour."

Blanchard Mill & Elevator Co., Iowa, say: "After using long-system 25 years we installed an American Marvel—satisfactory in every way. Easy to operate. Does all you claim."

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Owners in every part of this country will let us send you figures confidentially telling of their big profits. Then you can write them. Over 1,000 successful owners during 7 years. Write us today.

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Send me at once your special FLavo FLOUR plan for members of Community Marvel Millers—and all facts, catalog, etc., on American Marvel Flour Mill—FREE.

Name

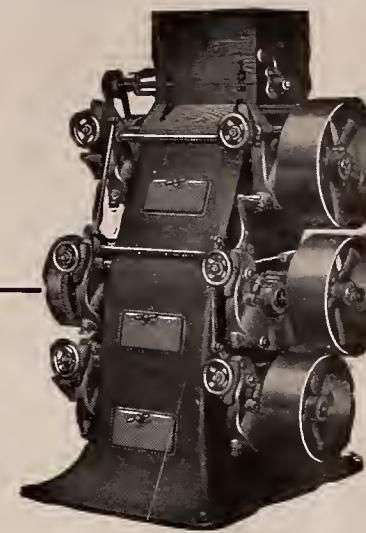
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Tear This Coupon Out and Mail It Today!



Every Bag Certified
and Guaranteed

(141)



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

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Mill

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Marmon Co.**
INDIANAPOLIS, IND.

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Ask for
Catalogs
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Equipment
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America's Leading Mill Builders





THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

Blue Streak Belts Demonstrate That “Friction” Dwarfs the Need for Tension

Undoubtedly the amazing growth in the use of Blue Streak Belts is best accounted for by their superiority in practice.

But that superiority is due to the advance in belting theory which their construction embodies.

To every plant which has suffered from melted bearings and deflected shafting because of belts drawn tight as a drum in conformity with the belting theory of years ago, the basis of the Blue Streak Belt practice is self-evident.

A proper grip on the pulleys can be gained in one of two ways: Either by right construction and material in belting, or by tightening excessively belts of improper construction or unsuitable material.

The latter is the wrong way, the former the efficient way.

In leather belts, and the rubber covered duck belts of years ago, high

tension was necessary because their co-efficient of friction was too low for efficiency.

Their users tightened them to increase friction.

But at the same time they heightened friction on bearings often to the melting point and strained the shafting.

In consequence much power was lost and costly trouble caused.

The prevalent use of “dressings” shows that a belt of lower tension and higher co-efficient of friction is preferable to the same belt with higher tension and lower co-efficient of friction.

But “dressings” are only inefficient antidotes for an evil which must be corrected at the source, if it is to be corrected effectually as Blue Streak Belts correct it.

Blue Streak Belts meet conditions squarely and efficiently — without compromise.

Their high-grade friction surface grips the pulleys and saves power, dwarfing the need for tension and removing the evils of melted bearings, deflected shafting, and lowered factor of safety due to high-tension.

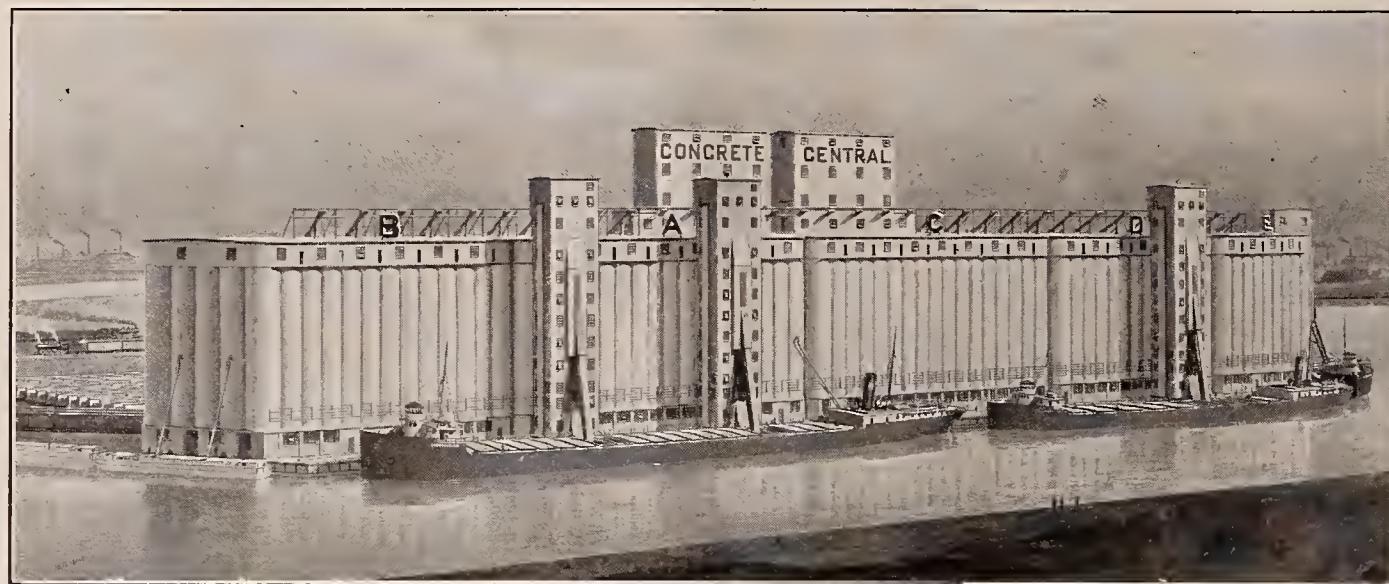
Their friction-impregnated special-weave duck adds strength, and their pliability insures great pulley contact without imposing the burden of power-squandering weight.

They reduce the shut-downs and delays due to belting.

They economize power and increase output.

The Goodyear Tire & Rubber Co.
Akron, Ohio

• PACKING • BELTING • HOSE • VALVES •
GOOD YEAR



Concrete—Central Elevators, Buffalo, N. Y.

Total capacity of elevator when completed July, 1917, will be 4,500,000 bushels. It will be equipped with three Movable Marine Towers and one Stationary Marine Tower for receiving grain from boats, each having a capacity of 25,000 bushels per hour and ten Car Loading Spouts. The receiving capacity from boats will be 100,000 bushels per hour. The shipping capacity to cars will be 100,000 bushels per hour. The receiving capacity from cars will be 25 cars per hour.

Proof of the Superiority of Monarch Modern Elevator Construction

Concrete—Central Elevators—Built 1915, capacity 1,000,000 bu.; 1916 added 1,000,000 bu.; new contract awarded for 2,500,000 bu. additional.

Superior Elevator—Built 1914, capacity 1,500,000 bu.; 1916 awarded contract for Marine Tower and additional equipment.

Connecting Terminal Elevator—Built 1914, capacity 1,000,000 bu.; 1916 awarded contract for Marine Tower and an extension of elevator.

Archer-Daniels Linseed Co. Elevator — Built 1915, capacity 350,000 bu.; 1916 added 700,000 bu.

Shredded Wheat Co. Elevator—Built 1913, capacity 100,000 bu.; 1915 added 100,000 bu.; 1916 added 300,000 bu.

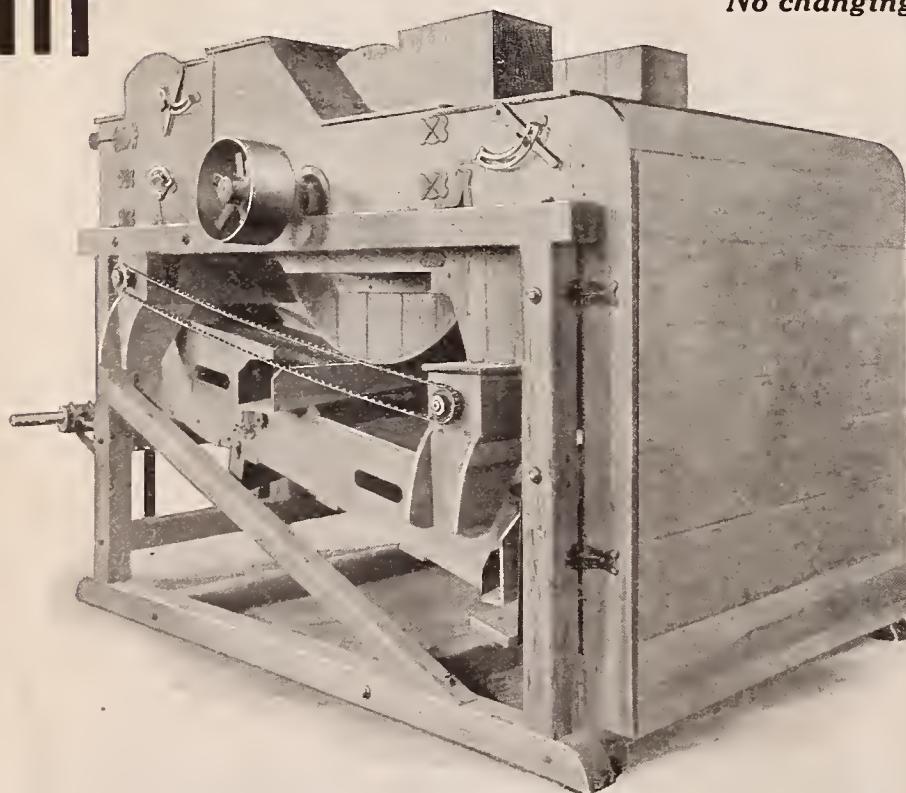
Grain Elevators Built in All Parts of the World

MONARCH ENGINEERING COMPANY, Chamber Commerce, Buffalo, N. Y.

A very successful combined cleaner for both

CORN AND SMALL GRAINS

No changing of sieves necessary.



"Eureka" Combined Corn and Grain Cleaner

For handling corn and cob as it comes from the sheller; also to reclean corn, oats, wheat and other small grains without changing the screens.

The "Eureka" is the only Separator having automatic duplex air valves for regulating the air currents; a detail which ensures uniform results when handling both **large**, heavy grain and **small**, light grain. Without this feature no machine can truthfully be called a **successful** Combined Cleaner.

St. George, Kans., January 22, 1917
The S. Howes Co., Inc.,
Silver Creek, N.Y.

Gentlemen:—Replying to your favor of the 19th, asking what service we are getting from our combined corn and small grains cleaner made by you and which has been in operation about 18 months, will say that it is giving splendid satisfaction in cleaning corn and wheat.

We can put 750 bushels of corn per hour over it when necessary.

We thank you for sending your catalogue; it is a good one.

Yours very truly,

Wm. Dalton's Sons.

Full particulars mailed promptly



Canadian Government Railway's Elevator TRANScona, MANITOBA

Now under Construction.

Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

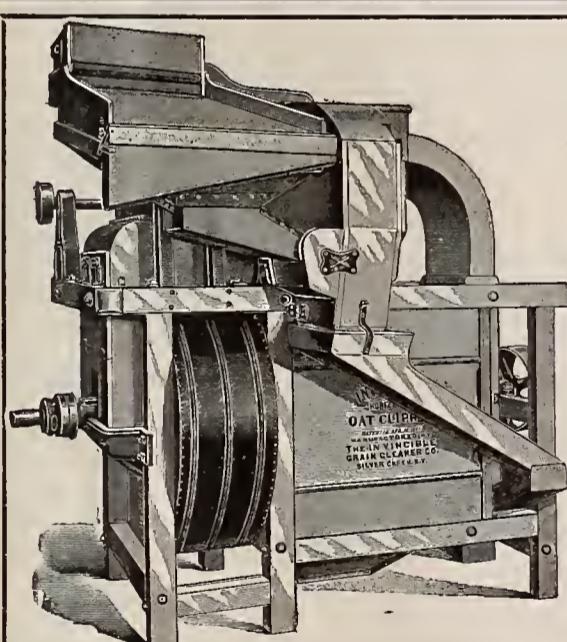
John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle Street, CHICAGO, ILL., U. S. A.
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J. H. Shaw
Enid, Okla.
Has Just
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One

Is Floor Space Your Problem?

If floor space is at a premium
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Invincible Combination Scourer, Clipper and Cleaner

The one machine performs perfectly as
a receiving separator, a scourer, a clip-
per and a cleaner. Furnished in ten sizes.

Guarantee: "Satisfaction Without Reservation"
INVINCIBLE GRAIN CLEANER CO.
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The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners
ALL STEEL

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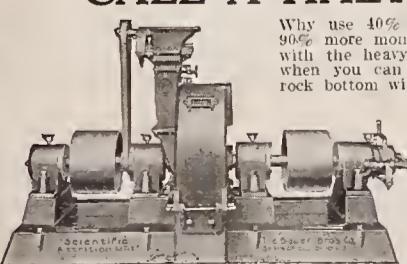
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Jackson, Mich.

Bauer
SCIENTIFIC

CALL A HALT ON WASTE



Why use 40% more power than you need? Why spend
90% more money for oil than is necessary? Why put up
with the heavy maintenance expense of the average mill
when you can push your operating costs right down to
rock bottom with

BAUER "Scientific" BALL BEARING ATTRITION MILLS

(Users are fully protected by our warranty as to effi-
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In addition to their great economy
these mills enable you to do the quality
of work your customers demand. And
they're absolutely dependable from the
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THE BAUER BROS. CO.
Formerly Foos Mfg. Co.

517 Bauer Building Springfield, Ohio

SCIENTIFIC

It Will Last

Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.

"Macenco Results"



1500 barrel Mill, 1300,000 bushel Elevator and
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Macdonald Engineering Company

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Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity.
Recently Completed.

We Build Reinforced Concrete Structures of all Types

Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve your
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JANSE BROS., BOOMER, GRAIN & HOWE

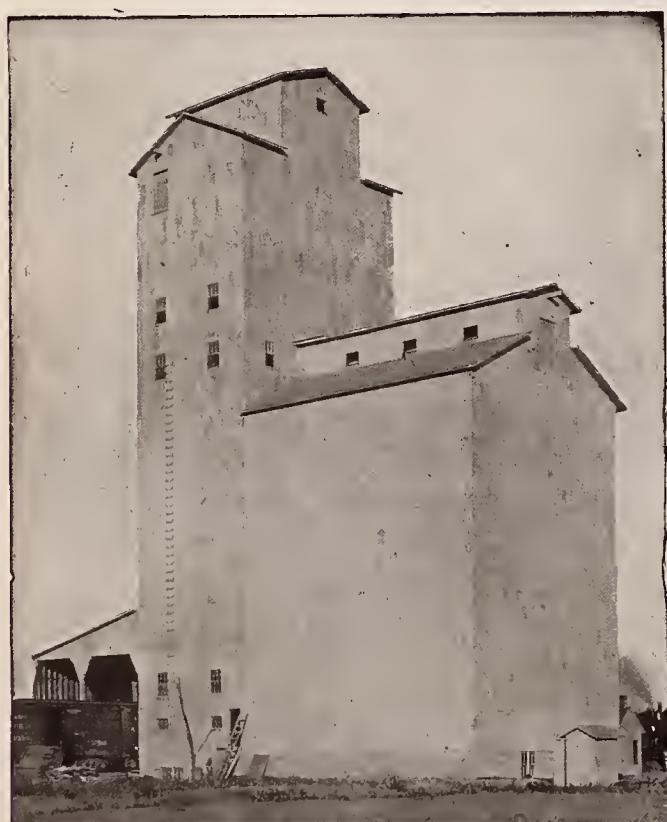
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Also Zeigler Block, Spokane, Wash.

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Van Winkle Grain and Lumber Co., Council Bluffs, Ia.

Complete Grain Elevators and Mill Buildings, Concrete or Wood

Burrell Engineering & Construction Co.

Webster Building, CHICAGO.

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With the largest
and most efficient
Engineering
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Organization
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Elevators will find
it to their advan-
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before formulating
any definite plans.
It Costs Nothing.



Write Today
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Further
Information

HAVE YOU

A cleaner in your elevator?

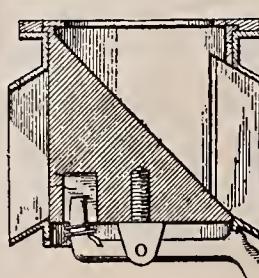
If so, then you will be interested
in the installation of a

Cyclone Dust Collector

CYCLONE BLOW PIPE CO.

2542-52 Twenty-first Street, Chicago, Illinois

Complete new systems installed on modern plans
and guaranteed. Old systems remodeled on modern
lines on most economical plans. Supplementary
systems added where present systems are out-
grown. Defective systems corrected and put in
proper working order.



The Only No Leak, No Stick Steel Grain Valve on the Market

This valve or turn head throws the grain,
flour or feed four different ways, is only
eight inches in diameter and thirteen inches
long and doesn't lose but three inches from
inlet to discharge. Is easy to install and has connections for
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always pointing in the direction valve is set, and can be op-
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mill or elevator. Furthermore, it is so cheap, sanitary and serv-
iceable that you cannot afford to use a wooden valve. This size
will carry from six to eight hundred bushels of grain per hour.

Manufactured by
DAN MORGAN & CO.

SEYMOUR, IND.

June 15, 1917

717

**TWO MILLION BUSHEL FIRE PROOF
RECEIVING ELEVATOR
FOR
Washburn-Crosby Company
Minneapolis, Minn.**



Write us for designs and estimates

We Design and Build Elevators, any type of construction, in any part of the World.

JAMES STEWART & CO., Inc.
GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building
W. R. SINKS, Manager

CHICAGO, ILL.

Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
at Council Bluffs, Iowa, for the Updike
Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator building work as well as any type or style of construction to meet requirements in any locality.

Designs and estimates promptly furnished

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1244-1250 Monadnock Bldg.

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Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS

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up-to-date house. Write today.

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CONTRACTORS FOR
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COMPLETE WITH
MACHINERY INSTALLATION.
**DEVERELL,
SPENCER & CO.**
GARRETT BUILDING
BALTIMORE, MARYLAND



The Barnett & Record Company
GENERAL CONTRACTORS

Designers and Builders of
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Reinforced Concrete and Steel Ore Dock constructed at Superior, Wisconsin, for the Allouez Bay Dock Company. Entirely Fireproof.

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OIL ENGINES

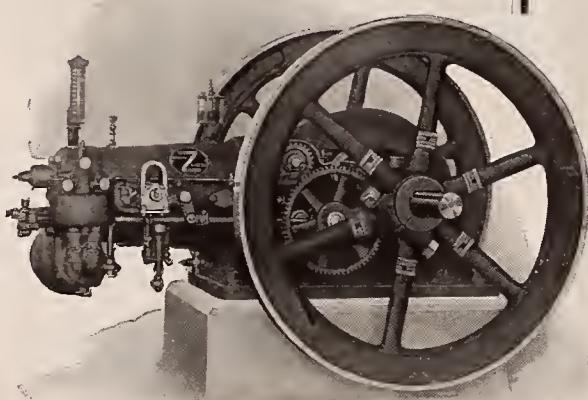
Operate successfully on

KEROSENE

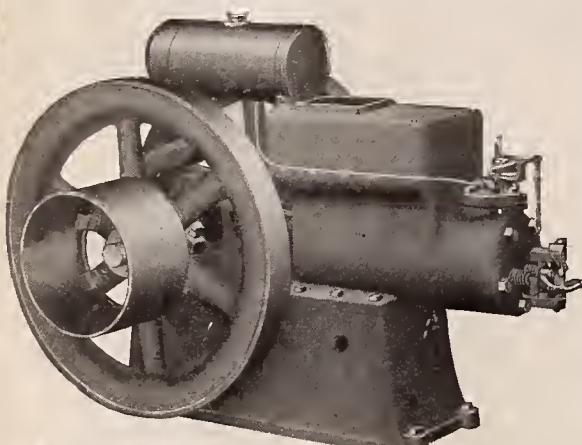
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THROTTLING GOVERNOR

Simple—Substantial—Fool Proof Construction
—Leakproof Compression—Quick Starting—
Smooth Running—Easy to Operate—Require
but Little Attention—Low Fuel Cost—Low
Maintenance Cost—Lasting Satisfaction.

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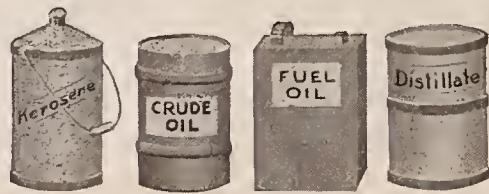
For Elevators,
Feed Mills, etc.

Note These Unusual Features:
NO CARBURETOR.
NO BATTERIES.
NO SPARK PLUGS.
NO MAGNETO.
NO WIRES.
NO PRE-HEATING.

Sizes 2½ to 10 H. P.

Read what a user says:

"The Engine appeals as the best I know, because no gasoline is required even for starting; it burns a very small amount of cheap oil; no complicated parts or adjustments; no electrical devices or carburetor; ease of starting under all conditions."

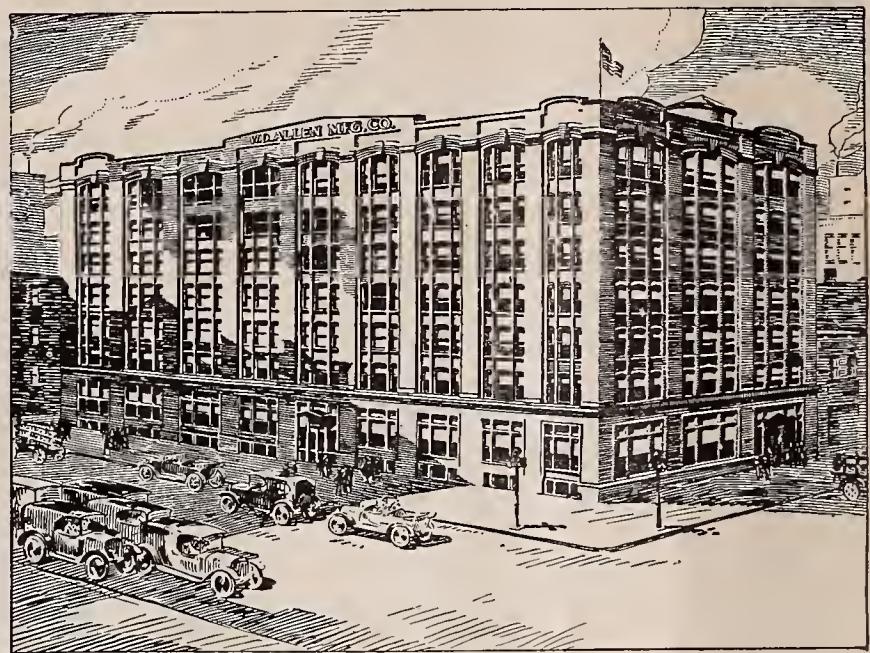


Use Cheap Oils and Save On Insurance

"Dynol" Engines burn oils of a low flash test, and no blow torch is required. This means a low fire hazard and nominal insurance cost. Add to this the saving in fuel and you will find that in a short time the total will equal the first cost of your engine.

LET US MAIL YOU OUR DESCRIPTIVE BOOKLET

BURNOL ENGINE CO., 1050 HIGH STREET SOUTH BEND, IND.



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WE now occupy this entire seven story building at 566-570 W. Lake St. and are in a position to take care of business better than ever before.

W. D. ALLEN MFG. CO.
CHICAGO

Belting—Rubber Goods
Elevator, Mill, Factory and Thresher Supplies
Send for Our Catalog No. 28

THE BURNING QUESTION!

—What is the user of internal combustion to do for fuel?

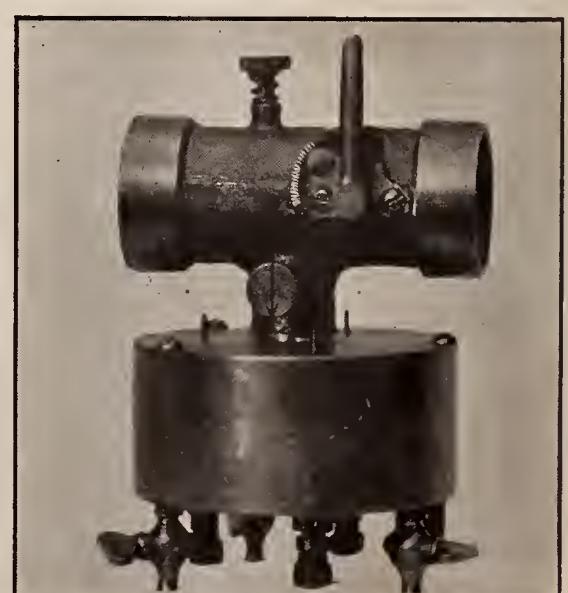
At the present high price of gasoline he cannot operate profitably, yet he cannot discard his present equipment for an expensive oil burner.

But—he can get a new KEROSENE CARBURETOR from us and save 60% on his fuel bill.

We equip all makes of Stationary Engines, also Ford Cars for pleasure, Tractor and Truck work.

References from farmers and elevator men on application.

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Kerosene Carburetor Company
Frankfort, Indiana

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Grain Belts

have been specially designed and carefully built by the master belt builders of Goodrich for the special service required by the peculiar conditions in the grain elevator.

These belts are made even better and with a higher quality of material than the specifications for grain elevator duties call for.

The thorough specialization of Goodrich in this field has resulted in a series of products which have proved not only absolutely satisfactory from a conveying and elevating standpoint, but also their greater economy over other belts for the same purpose because of their wonderful durability and low upkeep.

THE B.F. GOODRICH COMPANY

Maker of the Celebrated Goodrich Automobile Tires — "Best in the Long Run," also Conveyor and Elevator Belts, Hose — all kinds, Packing, Valves, Insulated Wires and Cables, etc.



Factories: AKRON, OHIO
Branches and Distributors in All Districts



Rope Drives

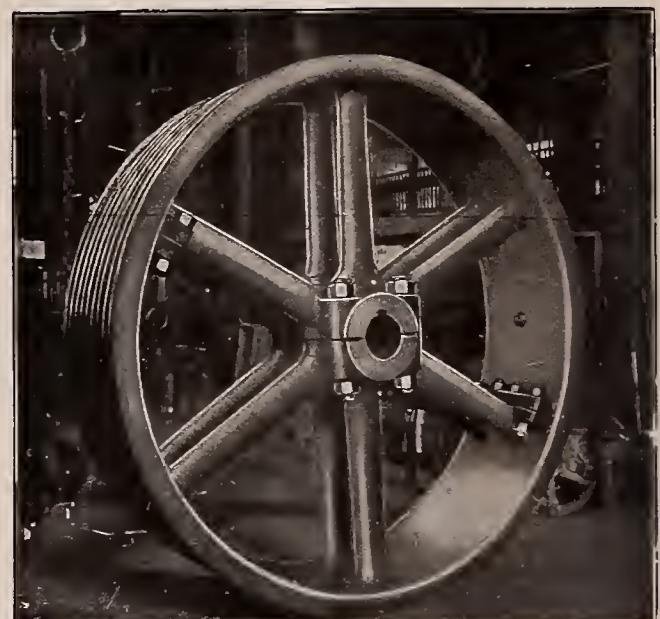
We design and install complete rope drives. We are experienced in this line, and drives designed by us are successful. We supply the best grade of Manila rope. Our Machine-molded sheaves are perfect in balance, accurately finished and free from flaws injurious to the rope.

We cast and finish sheaves of all sizes—English or American system—Pulleys, Band Wheels, Flywheels, Drums, Gears, Sprocket Wheels, etc. We manufacture Shafting, Pillow Blocks, Hangers, Floor Stands, Elevator Casings, Heads and Boots and all kinds of Elevating, Conveying and Power-Transmitting machinery. Headquarters for Supplies.

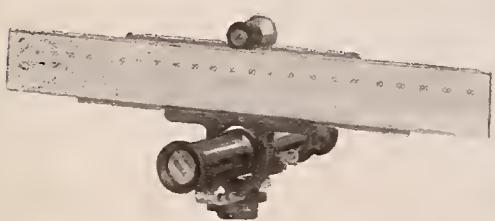
H. W. Caldwell & Son Co., Chicago

Western Ave., 17th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street
DALLAS TEXAS, 711 Main Street



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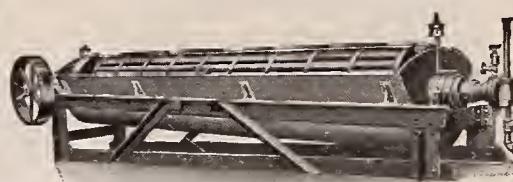
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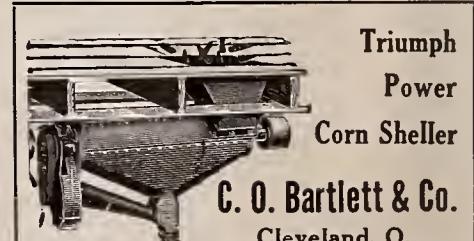
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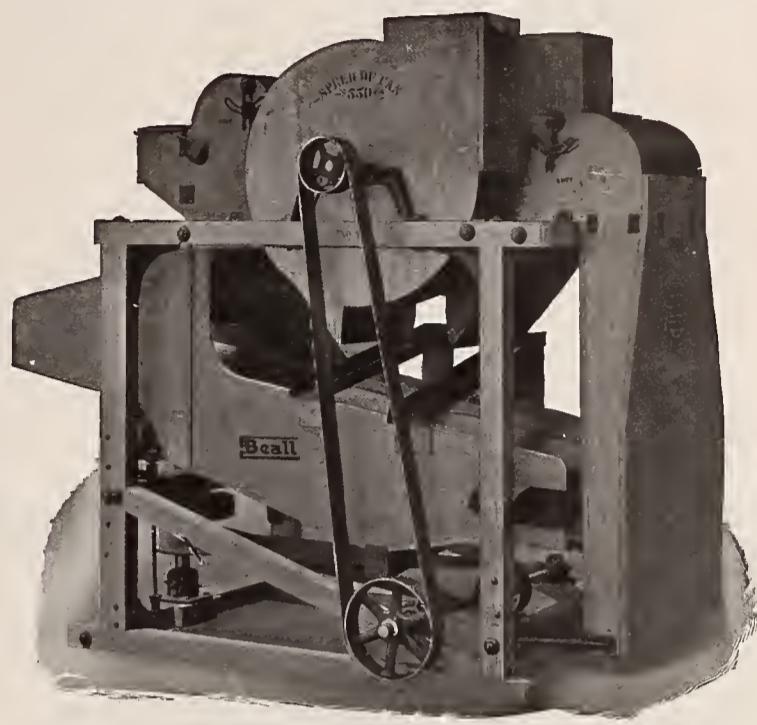
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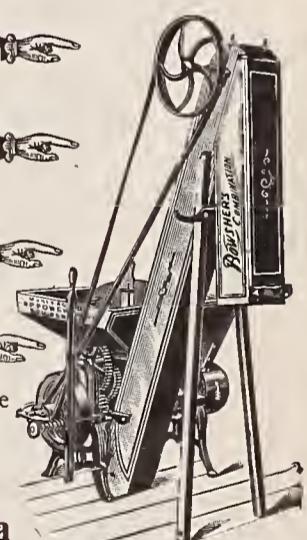


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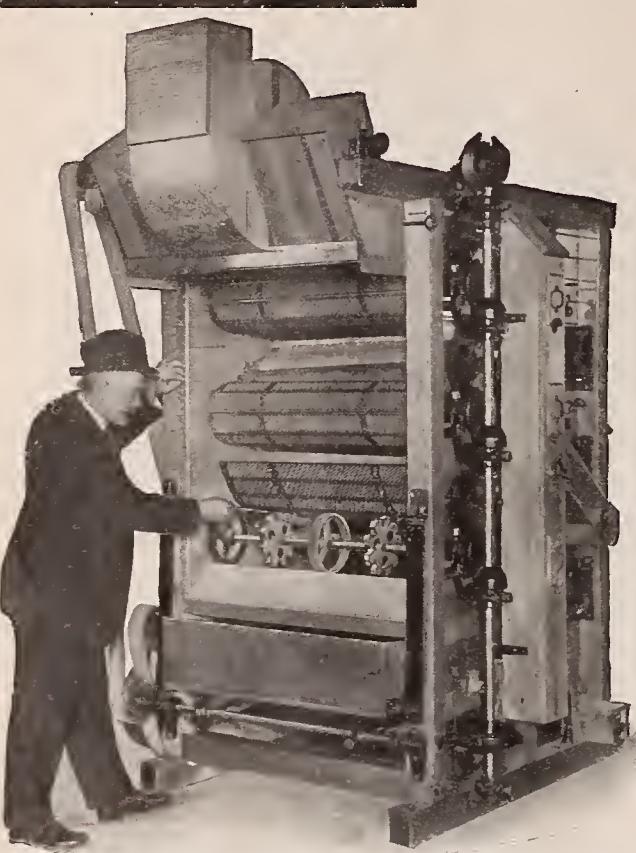
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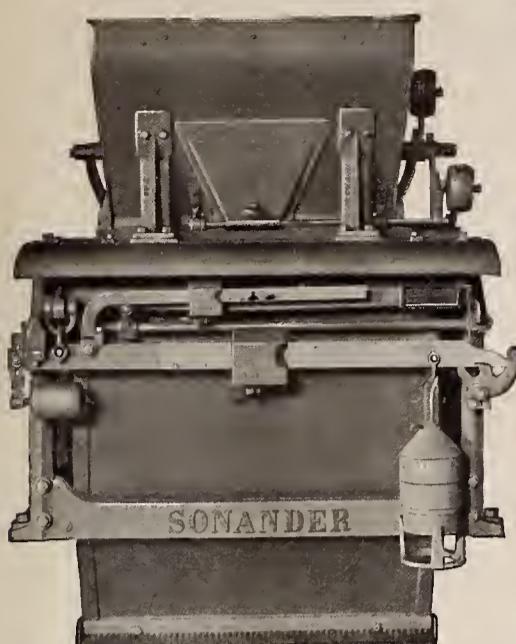
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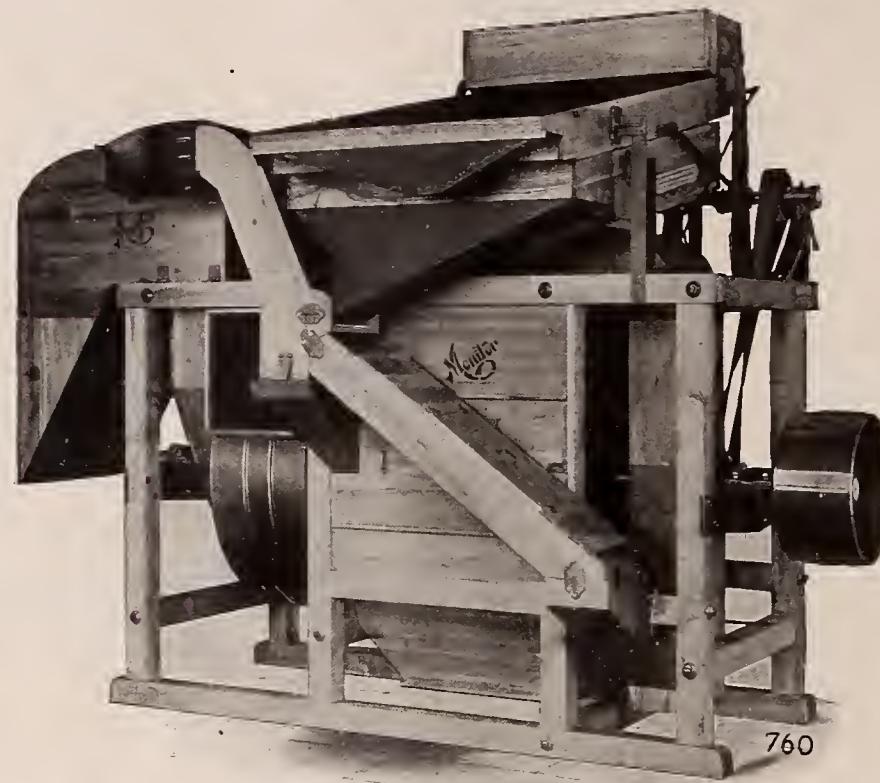
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Klean Klipping Klippers—the very *most* in perfect, non-wasteful oat clipping work for the *least* in power, care and expense. We find it unnecessary to make any fancy or exaggerated claims for the "Monitor"—their performance in hundreds of Elevators distinguishes them as leaders. See our literature—ask for new Catalog No. 58.

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Again, this 3-in-1 "Monitor," aside from being an incomparably perfect Oat Clipper and genuinely superior Smutter, is, also, a *Grain Cleaner*—by the use of "Carry-by Spout," the operator can obtain two repeated screen cleanings, also, two perfectly controlled air separations—thus, handling oats, wheat, corn, rye or in fact any kind of grain cleaning work without employing the clipping cylinder. Ask for literature.

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VOL. XXXV.

CHICAGO, ILLINOIS, JUNE 15, 1917

NO. 12

The Largest Grain Elevator in the World

Canadian Northern Railway Terminal Elevator at Port Arthur, Ontario, Approaches the 10,000,000-Bushel Mark
in Capacity—Can Receive 600,000-Bushels per Day

BY WM. J. BRYANS

THE Dominion of Canada has the outstanding honor of having within its boundaries the largest individual elevator plant now operating in the world, the Canadian Northern Railway's terminal elevator at Port Arthur, Ontario, with its present total capacity of nearly 10,000,000 bushels having the right to claim for itself the largest consolidated elevator plant on the globe.

Needless to say, it is a massive affair, as will be gleaned from the illustration of the plant which we reproduce herewith and which shows the elevator with its latest addition. The big storage bins, which are of hollow tile, reinforced with steel bands embedded in concrete, are immense in size. These bins have been erected in three divisions and there is still room for another section.

The plant has reached its present size by stages. At the time the Canadian Northern entered into an agreement with the town of Port Arthur in connection with the water front terminals there the railway company agreed to handle its grain through Port Arthur and erect an elevator with a capacity of 1,500,000 bushels. That elevator was completed in the autumn of 1901. The first train load of grain was moved in on January 1, 1902, upon the completion of the C. N. R.'s line between Winnipeg

and Port Arthur. Within three years the plant had been increased to a capacity of 7,000,000 bushels and in the fall of 1913 it was added to again to the extent of 2,300,000 bushels, giving a total capacity at the present time of 9,300,000 bushels. It is the largest elevator in the world today and it is complete within itself. As occasion demands the fourth battery of tanks will be added which will bring the capacity even above that of the mammoth Northwestern plant, now building at Chicago, which is designed for 10,000,000 bushels' capacity, and which will be operated by the Armour Grain Company.

The Canadian plant has a track capacity of 30 cars and it has been estimated that about 600 cars of wheat a day could be unloaded. With the cars averaging 1,000 bushels that would mean 600,000 bushels elevated, weighed and binned in one day of two 10-hour shifts.

The rapid handling facilities are made possible by its having two working houses which are separate units, each with 10 legs which operate either to boats or to cars or part to both at the same time. The unloading from cars does not interfere in any way with the shipping facilities.

As the grain is taken into the house it is cleaned over the No. 9 Monitor Cleaners, there being 10 con-

nected with the plant. No charge is made for cleaning as the sale of screenings pays well for the cost. A drying plant equipped with Hess Driers and Monitor Scourers takes care of the off-grade grain.

The storage tanks are 21 feet in diameter and 85 feet deep. Rubber conveyor belts, 36 inches wide and with a capacity of 16,000 bushels per hour, each, are used to carry the grain from the head houses to the tanks. Similar belts, 30 inches wide, carry the grain from the tanks through tunnels to the loading out elevators. Power is supplied by two engines, one of 650-horsepower and the other of 1200-horsepower.

The grain is taken in hoppers from the cars to the top of the building where it is weighed and distributed to the bins. When transferring to a lake vessel the grain is taken from the bin, elevated to the top, is weighed, conveyed to a shipping bin, and from thence, by shipping legs spouted into the hold of the vessel. Under ideal conditions 100,000 bushels of grain could be unloaded from this elevator in an hour.

The plant is exceptionally well situated in every respect. Port Arthur is one of the best ports at the head of the lakes and is as close to the big wheat and grain fields of western Canada as pos-



THE CANADIAN NORTHERN ELEVATOR AT PORT ARTHUR, WHICH HAS THE DISTINCTION OF BEING TODAY THE LARGEST GRAIN STORAGE IN THE WORLD
Designed and Erected by the Barnett & Record Company, Minneapolis, Minn.



PART OF THE HARBOR OF PORT ARTHUR, ONT., SHOWING THE CANADIAN NORTHERN ELEVATOR IN THE LEFT FOREGROUND

sible. The terminal ports on the Great Lakes will increase in importance, for every year sees improvements in canals in this country and in Canada, which makes them approach more nearly their ultimate position of ocean ports.

The original plant and the additions were designed and erected by the Barnett & Record Company of Minneapolis.

THE FOREIGN GRAIN SITUATION

When grain prices began their skyward journey last year there were a great many advocates in this country of an embargo on all cereals, and particularly on wheat. Many of those who protested against exporting wheat when our bread prices were soaring to unheard-of altitudes, were influenced by patriotic though mistaken ideas. There was suspicion that sympathy with Germany motivated a few in their protests, but since our declaration of war these objections have been all but silenced, for we have come to realize that our first war duty lies in supplying our Allies with food and munitions, and our duty to humanity dictates that we send as much as possible also to suffering neutrals.

Only one ground for embargoing grain to neutrals remains, and that is the possibility that such supplies might be forwarded to the enemy. At least one of the neutral countries that has been receiving supplies from us is known to have sold grain and other provisions to Germany within recent months, but whether these or other reported sales are of any material magnitude, great enough in fact, to warrant shutting off the supplies of a whole nation because of the small business adventures of a few, remains for the Government to find out with certainty. Just because our export figures show that some of the neutral countries are getting more grain from us than ever before does not prove that these cereals are being secretly forwarded to Germany.

The five central countries of Europe, now at war with the Allies, normally produced more wheat, rye, barley and oats than they consumed; their corn requirements slightly exceeded the production. This excess of cereals before the war passed to the countries of western and northern Europe, Hamburg being the great grain market for that territory. This supply, together with that of Russia, has been shut off since the war began, and Allies and neutrals have had to look to us and to Argentina to make up the deficiency, which right now is acute, owing to the small crops of last season.

The International Institute of Agriculture at Rome estimated that the five neutral nations of Europe—Holland, Switzerland, Sweden, Norway and Denmark—would have to import, to meet normal requirements, 54,738,050 bushels of wheat, 44,801,740 bushels of rye, 15,930,000 bushels of barley, 33,495,000 bushels of oats, and about 41,991,300 bushels of corn. Since these estimates were made, the final crop returns from the five countries have been received and show all the cereals together

were about 10,000,000 bushels short of the five-year average.

The wheat imports of the five countries has exceeded the estimate by about 6,800,000. Holland's imports were 7,253,970 bushels for the 12 months ending in November, as against a normal net import of 3,575,494 bushels, but it must be remembered that Holland is feeding a vast number of refugees and interned belligerents, and undoubtedly requires much more grain than formerly. But if American wheat is going to Germany through Holland our Government ought to know it. Of course Germany is exerting great pressure on the neutrals to obtain supplies, for she has some things that they need badly, but recent report in Europe has it that the United States has assured the neutrals of full supplies if they will suspend exports to Germany. When the war ends we shall have to feed Germany as well as the neutrals until she returns to normal production.

THE ARGENTINE EMBARGO

When the Government of Argentina placed an embargo on grain exports this spring considerable indignation was expressed in the European countries which were depending on liberal supplies from South America. Charges of German influence were made and threats of cutting off Argentine's coal supply were voiced both in Great Britain and this country. Pending an official investigation of the grain supply the embargo was lifted, but the report of the investigation led the Government to again proscribe exports of cereals except by special permit, on the ground that the country had but little more than its own requirements.

The Government report which led to the second embargo was outlined in *The Americas*, as follows:

Owing to the practical failure of the wheat crop of last year, the question of prohibiting the exportation of the cereal was early considered. According to official statistics, however, approximately 1,000,000 tons was available for export after deducting the amount required for local consumption, and seeds, and for that reason no move was taken in the matter at first. Owing probably to the apprehension of a Government embargo on wheat shipments, exporters have been very active since the first of the year.

In January 212,000 tons were exported as compared with 52,000 tons in the corresponding month in 1916, and 54,000 tons in 1915; 195,000 tons were exported during February and the exports to date in March will bring the total for the year up to approximately 550,000 tons. When this quantity is compared with the corresponding figure of the first three months of 1916, 669,000 tons, it is readily seen that the exportations were entirely out of proportion to the amount of wheat available. The Government therefore, fearing a shortage of wheat for local consumption and seed purposes, declared an embargo on March 26, to take effect on March 28, absolutely prohibiting the shipment of wheat and flour from the country, the only exception made being the amount of flour required to provision ships for the voyage from an Argentine port to their next stop. According to the statement issued by the Government at the time of prohibiting exportation, the total quantity still available for export amounted only to about 70,000 tons. In arriving at this figure, however, the Department of Agriculture had deducted from the total amount of

wheat and flour in the country 1,200,000 tons, the estimated annual consumption of the Argentine. It is generally believed that the proper figure to deduct would be 800,000 tons, the consumption of the Argentine during eight months from the end of March to the first of December, when the new crop becomes available. This would leave 400,000 tons more for export, or a total of approximately 500,000 tons. According to other private estimates, the quantity available for export is 650,000 tons.

It is probable that the Government acted hastily in this matter. It would have been better had the trade been informed that an embargo would be placed on the export of wheat after a certain period had elapsed. The exportations during this period would have been regulated by the few ships still available for the cereal trade to Europe and Brazil. As it is, exporting houses have large quantities of wheat on their hands. Ships loading with wheat in the ports cannot sail with this cargo unless a special dispensation is made in their favor, and other ships at present in port contracted for carrying wheat to Europe cannot be loaded. In the face of these conditions it was thought probable that the Government would change the original edict so as to permit the exportation of wheat under stipulated conditions.

Wheat prices have remained uniformly high during the period, varying from 13.50 pesos m/n per 100 kilos on January 4, to 14.70 m/n on March 22. Prices have been comparatively firm since the promulgation of the law providing for the embargo, but it is believed that this is simply the consequence of the expectation that the exportation would be permitted under certain circumstances.

The official Government estimates of the corn crop of 1917 have recently been published. Of 3,629,570 hectares planted in corn, 1,909,950 were lost. In fact, practically the only corn which will be harvested is that which was planted in December after the end of the long drought. The Government estimates that the corn crop will amount to only 1,500,000 tons. When this figure is compared with 4,000,000 tons, the result of last year's crop, which was far below normal, and with 8,264,000 tons, the crop of 1914-15, the extent of the disaster is clearly seen. It is generally believed throughout the grain trade that the Government's estimate is too pessimistic, and it will not be surprising should the crop amount to over 2,000,000 tons. Even at that it will be the worst corn crop Argentina has had for 10 years. In view of this fact, corn prices have been constantly at high points. Quotations have varied from 8.40 to 9.75 pesos m/n per 100 kilos. Approximately 350,000 tons of last year's crop have been shipped during the first three months of this year. The present crop will probably not come to market until the last part of April or May. It is probable that there will be very little exportation of corn when the supplies of last year's crop are exhausted.

The exports of linseed, as might be expected, have been practically negligible, amounting only to 30,000 tons as compared with 300,000 tons during the first three months of 1916. Shipments of oats also have been very limited. Linseed prices have varied considerably. On January 11 this cereal was quoted at 24 pesos m/n per 100 kilos; on March 1 at 20.50 m/n, and on March 22, 21 pesos m/n. The price of oats has risen from 6.70 m/n on January 4 to 9 m/n on March 22.

WISCONSIN experiment stations have created two new hybrid wheats of which great things are expected. One of these is Triplett, a variety which grades as Fife but which outyields Fife fortyfold, and red Russian from 10 to 15 bushels per acre. Turkey Bluestem is the other new variety which has increased the yield in dry areas by 33 per cent.

Well-Arranged Small Grain Storage

Plan of Convenient Elevator, Bins and Scale for Small Warehouse Described
—Car Loader Extension to Relieve Wear on Shovel Rope and
for Convenience of Workmen at Car Door

BY JAMES F. HOBART

HERE is a small grain, flour and feed store in Tamaqua, Pa., in a crack in the mountains around the head waters of the Schuylkill River which appealed to me as well worth being described and copied. The store occupies a three story wooden building, and fully occupies all three floors at that, even to the cellar also, and a house on the roof to contain the elevator head and its motor drive.

The general arrangement of the store will not be described here. That should be according to the owner's fancy. The points of excellence in this store were its means of getting material into and out of the store. A good deal of corn and oats in bulk were handled in this store, being received upon a spur railroad track about 19 feet distant from, and parallel with the side of the store.

The space between the store and the track was used by the teams belonging to the store, of which there were several. To handle bulk grain from cars to the corn and oat bins shown herewith by Fig. 1, a bucket elevator, *A*, was installed with steel buckets upon a single chain, the elevator extending from cellar, to above the top of the store, where a roof house covered the elevator head and the motor which drove the elevator and the conveyor.

A distant control switch was located on the ground floor of the store, incidentally being located close to a door which opened toward the car when set for unloading, being placed where it was handy for control by the person who was watching the unloading of the grain. A screw conveyor, *B*, was placed underground, extending from elevator boot, into which the conveyor discharged by gravity, across the intervening yard to the side of the track where a curbed well permitted grain to reach the conveyor.

The top of the well terminated in a low frame over which a hopper was placed into which grain was shoveled or scraped direct from the car side door. When the elevator was not in use, the hopper was removed, stored in a dry place under cover and the conveyor well closed by a tightly fitting hatch, similar to those used to cover roof or boat combings—water-tight except in case of a flood which would cover the ground nearly a foot deep.

The conveyor was back-gearred to reduce its speed, and was driven by a light link belt or chain which reached down from the house on the roof, through the intermediate stories, the chain being driven by the motor arrangement which is not shown by the engraving. Two discharge spouts were arranged at the elevator head, grain being directed into either by means of a gate which could be controlled from the ground floor, or, in fact, from any other floor in the store. The longer spout, *D*, carried grain to the oats bin which, as shown, was located on the second floor of the store. The short spout, *E*, delivered grain to the corn bin upon the upper floor.

The platform elevator, *F*, was constructed "dumb-waiter" fashion and is operated by a hand rope over bull-wheel, *G*, the hand rope extending to the lower floor of the store as shown at *H*. In addition to the hand rope, there were the usual brake and weight ropes, neither of which are shown, but both of which extended through the store from roof to cellar.

Grain is drawn from the bins through a peculiar arrangement of spouts which lead into a main spout, *I*, which is fitted with a controlling gate and which delivers oats directly into the hopper of an automatic scale as shown at *J*. In order to save shoveling, which in flat bottom bins such as are used in this store is very tedious, the spout, *I*, is fitted with four branch spouts, *K*, *L*, *M* and *N*, all of which discharge into the main or central spout, *I*, thereby taking grain from a large portion of the bin without shoveling being necessary.

The same spout arrangement is used under the corn bin, the main spout, *O*, being fitted with a controlling gate or slide, while branch spouts, *P*, *P*, etc., take the grain from various parts of the bin. As the corn bin is located one story higher than the oats bin, the branch spouts are placed nearer the top of the main spout than they are under the oats bin. Side spouts are taken from main spouts, *I* and *O*, the side spouts being led down along the side of the building or beside a post. These side spouts are used for drawing grain directly into sacks when

directly into the store. The platform is also often utilized for loading the store teams. Two teams can be thus loaded at the same time, whereas, without the platform, only one wagon could be reached, the door being completely blocked by the single vehicle.

The reason why the railroad track is so far distant from the store, is that the track was originally put in for the use of a lumber dealer and a planing mill, which, later going out of business, left the railroad track for the use of the grain store by means of the conveyor and the trucking platform above described.

It may be of interest to state that the grain store has also absorbed the floor space once occupied by the planing mill. The large rental which the grain store is able to pay for the planing mill building, proved a much higher revenue to the owner of the building than was ever received from the planing mill profits, particularly after planing mill competi-

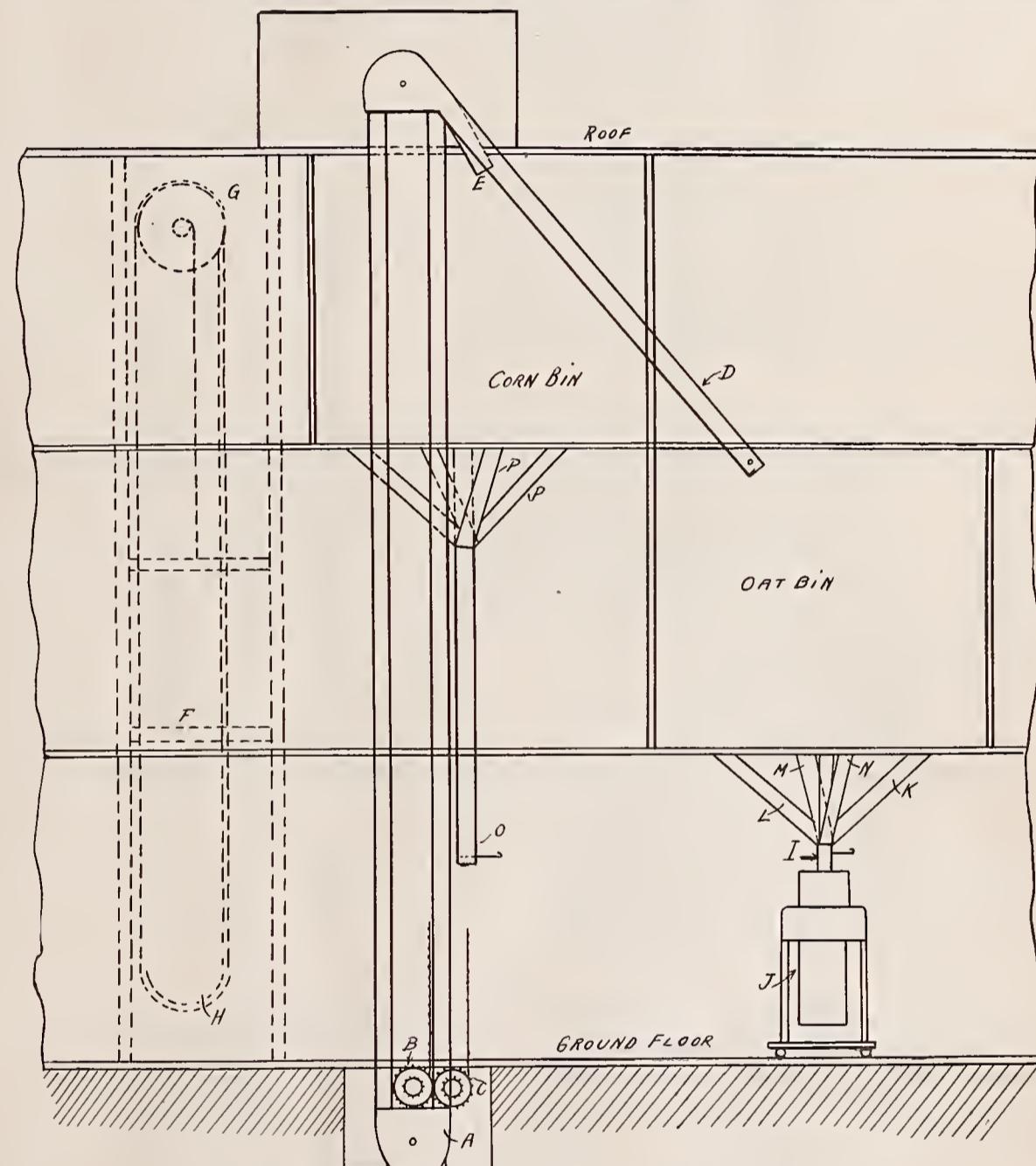


FIG. 1—ARRANGEMENT OF ELEVATORS, BINS AND SCALE

weighing is not required—which, by the way, is very seldom indeed.

The automatic scale, *J*, is mounted upon wheels or casters which permit the scale being very readily moved from one part of the store to another; therefore, the scale may be used at will, either under the oats spout, *I*, or under the corn bin spout, *O*.

As stated elsewhere, the car track is 19 feet distant from the side of the store, and a door in the store opens exactly opposite the car door when the car has been set to deliver grain into the hopper leading to the underground conveyor. A movable platform, very light and easily handled, has been made in two lengths, which reach exactly between store and car doors. A light, strong trestle supports the middle of the platform where the two sections join, the other ends being carried by the car and the store respectively.

When sacked goods are received, the platform is put in place and the goods are trucked over it

tors had adopted motor-drives for their wood working machinery, the planing mill above described still retaining its individual steam plant and shafting-beltting, power-consuming method of power transmission.

In another grain-handling concern, in Pottsville, Pa., the writer recently saw the very simple and ingenious extension illustrated by Fig. 2. This device, evidently home-made of 2-inch planks, seemed to fill the bill completely. The track which ran past the mill elevator was a little too far away for comfort in grain unloading, owing to a curve in the track at that point. To carry the rope from the unloading shovel into the car without too much friction upon the portions of the car adjacent to the door—and incidentally, to the excessive wear of the shovel rope—the extension had been made and while in use was placed as shown by Fig. 2. The plank extension *Q*, *Q*, being made of plank as stated, well braced, bolted and spiked, and held in place

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in the doorway by the big strap hinges which slipped over the pins, *R*, *R*, in floor or threshold.

The platform, *Q*, *Q*, can be slipped on or off the hinge hooks when raised, but when in the horizontal position as shown, the block, *S*, effectually prevents the platform from moving off the hinge hooks. Two iron brace rods, *T*, *T*, are hooked into eyes in the top of doorway and in platform as shown. These rods prevent the platform from sagging down too far or from placing undue strain upon the big hinges.

The shovel rope, *X*, is carried under the usual swivel sheave, *Y*, thence to a sheave in platform, *Q*, as shown at *U*. This sheave, being out a distance from the building, lies very close to the car door and enables the shovel rope to be carried into the car with very little friction against the sides next to the car door.

Sheave *U* is held in place merely by the loose, nutless bolt, *V*, which is dropped through the sheave and holes in the plank extension. When the shovel is to be moved to the other end of the railroad car, the sheave and its pin, *V*, are removed, the shovel unhooked, the rope thrown around under braces, *T*, *T*, and the rope attached to the shovel again with sheave in the other end of the platform and pin *V* in hole *W*. This rigs the rope for use in the other end of the car. The shovel rope, *X*, leads as stated, past the usual sheave, *Y*. The weight, *Z*,

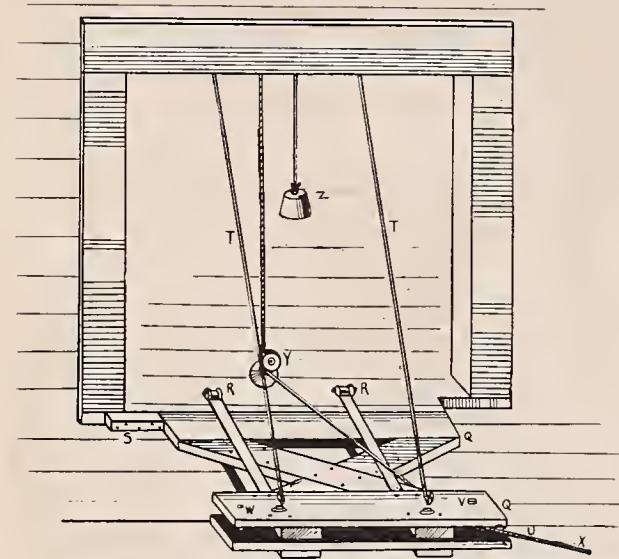


FIG. 2—CAR UNLOADER PLATFORM EXTENSION

is the starting weight of the power shovel, that useful appliance having been installed directly above, and inside the door. In this manner, the shovel rope passes over no sheaves or pulleys at all, save those at *U* and *Y* as shown.

The workmen also appreciate this platform for another purpose. It affords a very easy and most agreeable means of getting from the doorway into the car and proves exceedingly convenient to stand upon when removing grain doors, also when opening a car door.

HANDLING THE CANADIAN CROP

Lengthy conferences are taking place between the Canadian Government and representatives of the grain trade, the milling interests and the British Commission regarding the handling of the coming season's crop. While no definite scheme has been worked out as yet, many suggestions working toward the most practical scheme have been offered.

The aim is to market the coming crop with the best possible advantage to the Allies, having regard to the needs of the Dominion. It is pretty certain that existing machinery, including the trade and exchange, will be used to the fullest possible extent, with the elimination of speculative elements that make for artificial prices. It is believed that the Exchanges are agreed upon the elimination of objectionable speculation. The appointment of a board on which will be represented all interests concerned has been suggested, but this is still

merely a suggestion and has not yet taken form. It is recognized that the Canadian scheme must be to a great extent co-ordinated with the American.

BUSHELS OF WHEAT IN A CONICAL PILE

BY N. G. NEAR.

When any grain is piled up on a flat floor or surface it assumes a conical shape, especially when the grain is poured onto the pile from one point. The cone represents the maximum amount of grain that can be piled on a circular plot without the use of side-boards or bins.

The number of bushels of grain that can be placed in any such pile depends upon the "angle of re-

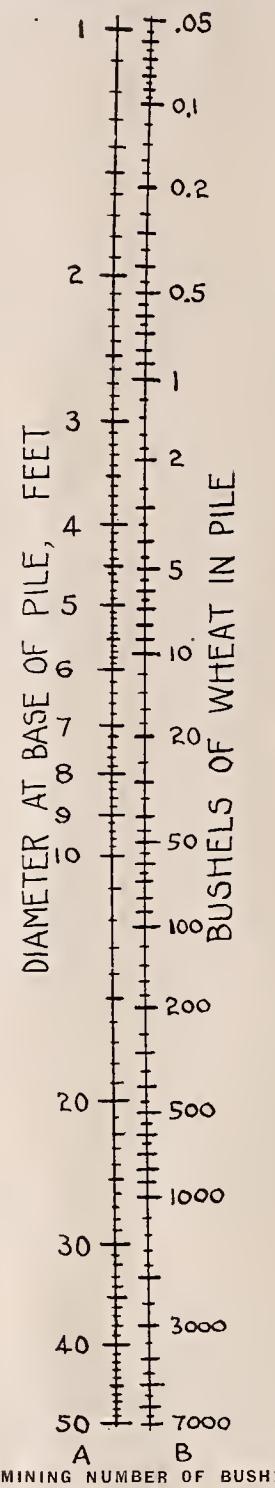


CHART FOR DETERMINING NUMBER OF BUSHELS OF WHEAT IN A PILE

pose" of the grain, or the angle made by the sloping sides of the cone with the horizontal plane.

The angle of repose, of course, varies with the various grains, being least for flax and highest for oats. The angle of repose for beans is even higher than for oats.

According to Ketchum's "Walls, Bins and Grain Elevators" experiments were made in Colorado for determining the angle of repose of wheat, the wheat weighing 46 pounds per cubic foot, and the angle was found to be 23 degrees.

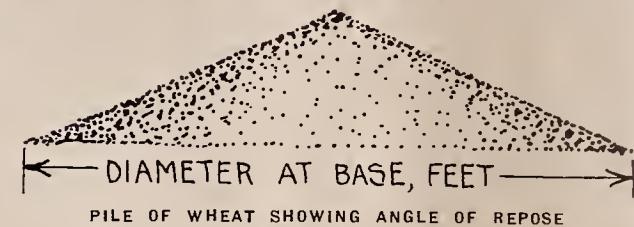
Jamieson also made experiments on the same subject and found that for wheat weighing 50 pounds per cubic foot the angle of repose is 28 degrees.

And again Wilfred Airy's experiments in 1897 show that where the wheat weighs 49 pounds per cubic foot the angle is 25 degrees.

It is therefore evident that the weight per cubic foot has much to do with the angle of repose, and it can also be assumed that the condition of the wheat

has much to do with the angle also. For instance, if the surface of the kernel is smooth and shiny the angle will be less than where the surface is rougher.

However, the writer has based the chart here-with upon the tests made by Jamieson, using an angle of repose of 28 degrees. The chart is not "absolutely accurate" of course, because of the varying qualities of wheat, but it will be found decidedly handy in estimating the number of bushels of wheat in any conical pile. For example, in grain elevators where a cylindrical bin is full of wheat, or nearly full, it is usually capped with a cone of this kind. The number of bushels in the cone is



easily determined, therefore, by simply glancing across this chart from column *A* to column *B*.

For example: How many bushels of wheat in a conical pile the diameter of whose base is 10 feet?

Find the 10 in column *A* and glance across. The answer is—very close to 56 bushels.

This chart is based on the formula:

$$\text{Total bushels} = 0.1053 \tan A D^2$$

where *A* = the angle of repose in degrees;

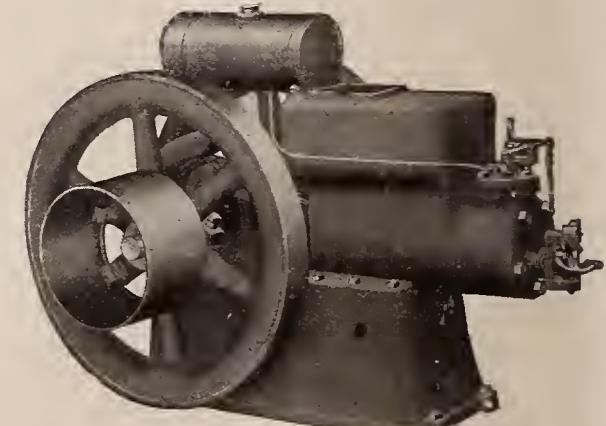
D = the diameter at the base of the pile in feet.

The tangent of 28 degrees is 0.532. So, should any reader wish to substitute directly in the formula rather than use the chart it can be done, but the chart is much quicker.

THE BURNOL ENGINE

In presenting the engine to the attention of the grain trade, shown in the accompanying illustration, the Burnoil Engine Company of South Bend, Ind., aimed to furnish a power of simplicity of design, reliable, and affording a low upkeep and operating cost. The company designed them for any power equipment users but more especially for grain elevators, feed mills, flour mills, farms, pumping stations, electric lighting, oil wells and so on.

The Burnoil Engine is rid of the carburetor, its adjustments and troubles. Its manifold is just a fresh air pipe and the air is never throttled. Pure air (not a mixture of gas and air) is taken into the cylinder and compressed, without danger of pre-ignition, and when the piston is at the top of



OIL ENGINE FOR ELEVATORS AND MILLS

its stroke, oil (not a gas) is automatically sprayed into this hot air where it burns or explodes.

The oil is not vaporized but atomized, or blown into a fine mist—while still a liquid—whereby a scientifically correct combustion is secured. The oxygen in the air is thoroughly mixed with all the minute particles of oil, and, mist and heat being present, there is instant ignition and complete combustion causing power.

The engines not only operate perfectly on low grade, cheap oils, such as fuel oil, kerosene, or distillate, but effect a further saving because of using a smaller quantity.

The manufacturers sell the engines under the strong guarantee to be first class in construction,

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workmanship and quality; to deliver their full rated horse power in summer or winter when properly operated; to operate under full load with fuel consumption not exceeding $\frac{1}{10}$ pint per brake horsepower, and for one year the company agrees to replace free of charge at factory any part that gives out on account of defective material or workmanship.

RAILROAD MUST PERFORM CONTRACT

The Bennett Commission Company of Topeka, Kan., recently won an appeal case before the Supreme Court of that state, which fixes the liability of a railroad for carrying out a contract as stipulated in the bill of lading. The case was brought against the Missouri Pacific Railway Company and was handled by Eugene S. Quinton of Topeka, who has made a specialty of transportation cases. As reviewed by Judge Johnston the facts of the case were as follows:

It appears that plaintiff contracted to sell 19 cars of grain to the Loughry Brothers Milling & Grain Company to be shipped from various points in Kansas and delivered at Chicago, Illinois, to the Panhandle Railway Company to be carried by that company to Monticello, Indiana. Upon delivery at Chicago, plaintiff was to recover 82½ cents a bushel for the wheat, less the freight from the point of shipment to Chicago. Instructions were given to the defendant to ship by way of Chicago and there to deliver the shipment to the Panhandle Railroad, a notation to that effect appearing on the bills of lading. The shipment was not routed according to direction and contract and it was never delivered to the Panhandle Railroad at Chicago. Before Loughry Brothers could obtain possession of the grain they were required to pay a higher charge than they would have had to pay under the routing contracted and Loughry Brothers in making their remittance to plaintiff retained therefrom the amount of the extra charges they had paid. Plaintiff brought this action to recover the amount lost by reason of the extra charge, on the ground that the defendant had converted the shipment by not delivering it according to instructions. The defendant admitted an indebtedness in the sum of \$238.70 on account of certain overcharges and tender of that amount was made. Further answering, it was alleged that the overcharges giving rise to the action were based upon certain milling in transit privileges provided by the Panhandle Railroad; that the plaintiff was not entitled to the benefits of such privileges and was in no way injured by the loss of such privileges; that the Loughry Brothers Milling Company was not entitled to that privilege as the conditions and regulations permitting its exercise had not been complied with and that the deductions made by the milling company in their settlement with the plaintiff were unauthorized and illegal. It was further alleged that by virtue of the contract contained in the bill of lading of the defendant the latter was not responsible for the safe carriage or proper routing of the shipment after delivery by it to a connecting carrier. The trial court upheld the contentions of plaintiff and gave judgment against defendant for \$1,270.60.

COMPARISON OF WHEATS

The grain trade has generally agreed that the standard grades for wheat, as fixed by the Department of Agriculture to go into effect July 1 and August 1, for winter and spring wheats, respectively, are about as nearly perfect as could be. The difficult problem of grouping the multiple varieties, and fixing their values in the classification has been met fairly and successfully. It is significant that the millers of the country are also satisfied. This is due to the fact that, in fixing the wheat grades, particular attention was paid to milling characteristics. This is described at length in Bulletin 557, U. S. Department of Agriculture.

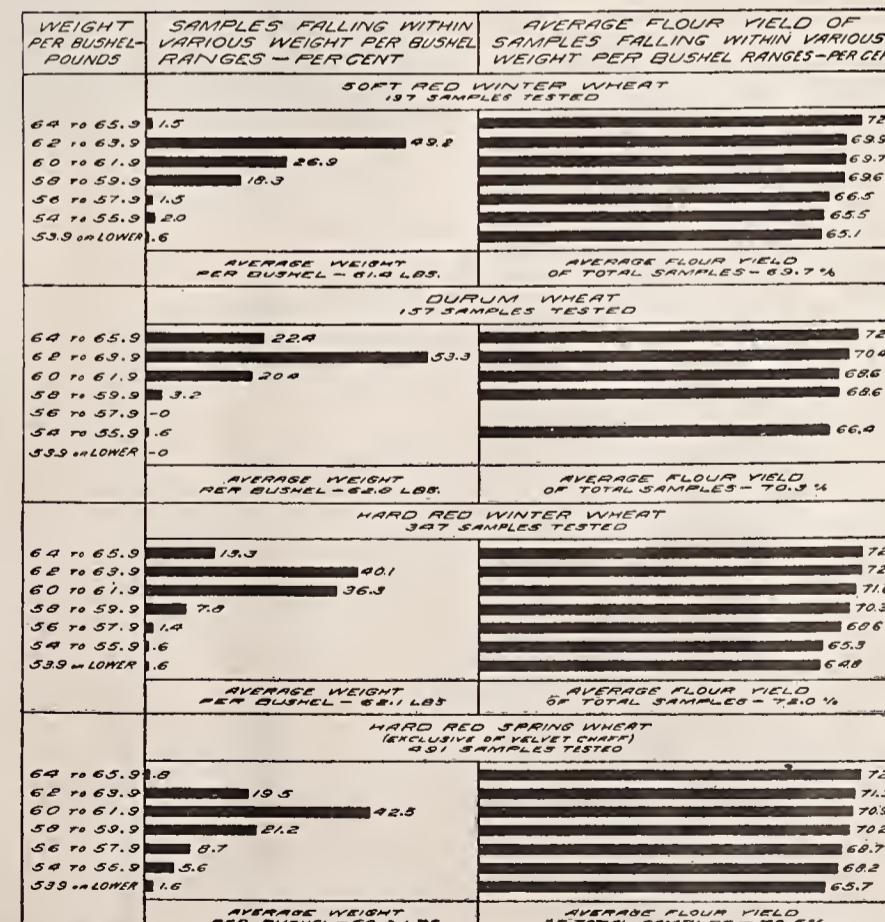
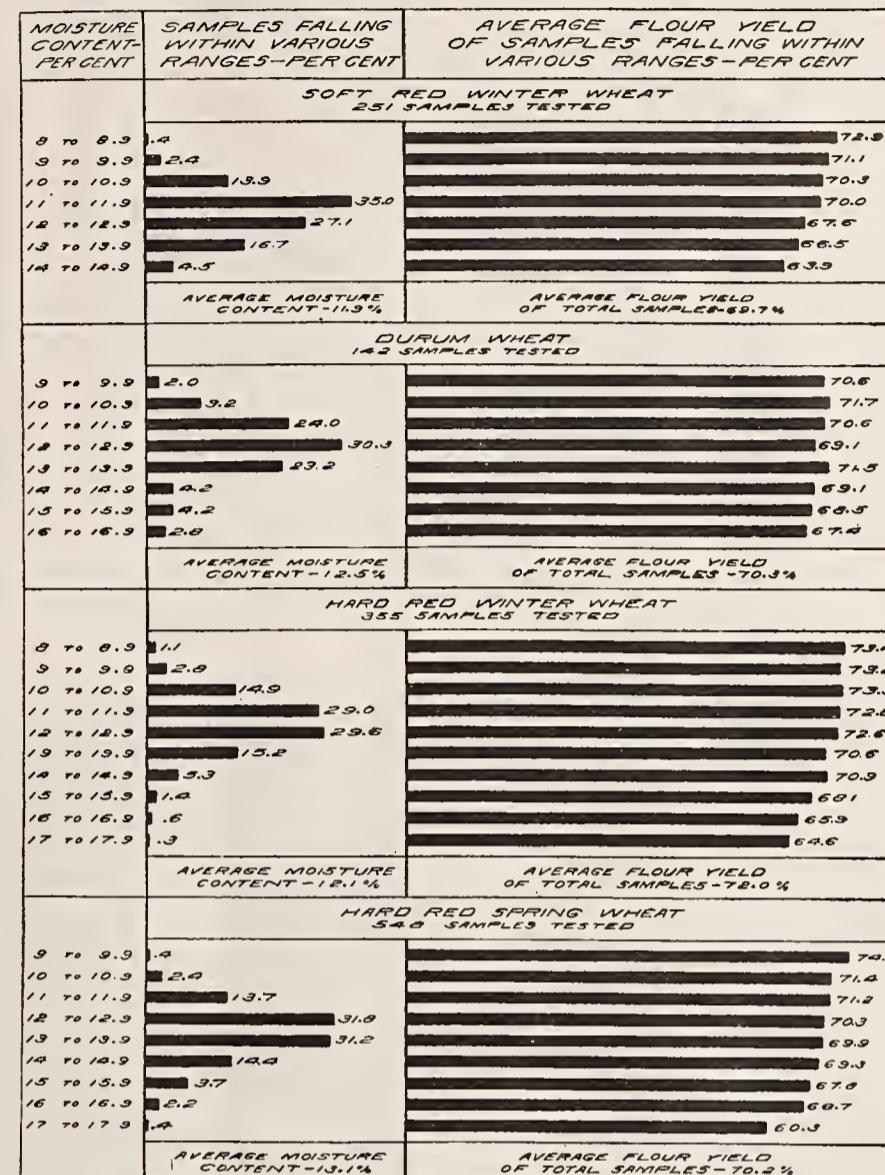
Now milling characteristics can be accurately and scientifically determined, and to this end hundreds of tests were made through all stages of the wheat journey from the field to the loaf. Flour yield, color, strength and baking qualities were variously tested, and upon these results the grades of wheat were largely fixed.

The question of moisture content in wheat interests the grain trade primarily in reference to the keeping qualities. High moisture content increases risk of carriage and storage, but aside from that the grain dealer is not concerned except as tough wheat is discounted. But for the miller moisture spells loss of profits as can be seen in the accompany-

ing table, which shows the relation of moisture content to flour yield.

In a similar manner the weight of wheat per bushel has an important bearing on the flour yield. This has always been recognized in wheat grades,

been milled, such as gluten considerations, color and texture of loaf and water absorption of flour. The number and variety of the tests made by the Office of Grain Standardization before the wheat grades were promulgated, and the amount of exact infor-



but the Department has determined the relationship more accurately than it has been done before. This is shown in the second table which gives the flour yield and weight of the principal milling wheats.

The other factors considered in the bulletin deal largely with the tests of flour after the wheat has

mation which had been gathered, was a source of great surprise to both grain dealers and millers, and in the hearings which were held in the spring Dr. Duvel had specific data on almost every question which was advanced. It is generally felt that experience will bear out the justice of the standard grades.

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Meeting of Kansas Grain Dealers

Kansas Meeting Upholds High Interest of Former Sessions—Program of Unusual Interest—Trade Problems and Patriotism the Chief Factors

IN WELCOMING the Kansas Grain Dealers' Association to Kansas City on May 29-31, G. S. Carkener, president of the Kansas City Board of Trade, spoke at some length of the 20 successful years of the Association, and concluded as follows:

"Your meeting this year comes at a most opportune time—a time when all our thoughts are of the great struggle that our country has entered in the interest of humanity and of liberty for the world. If this great war is to be brought to a successful conclusion, it means that each and every one of us must do his part willingly and cheerfully. On the great army at home our success depends almost as much as on the army we send abroad. We must see to it that our men are equipped, trained and supplied with every possible need, that the sacrifice of the life of our boys will be narrowed to the minimum.

When we realize that during the less than three years this struggle has been on more than 7,000,000 men have been killed and wounded, and that we must soon step in and take in large part the place of the British, French and Russian soldiers, it does not take much of an imagination, my friends, to picture our thoughts and our feelings a year hence, so I say let's do everything in our power to hasten the end. The seriousness of this struggle is, in my opinion, far from being appreciated by the people of this country at large. We must wake up. The Government needs the help of every man, woman and child in: First, economy of consumption of everything that our Allies need; second, a free outpouring of money for the bond issues our Government finds necessary; and third and most important, increased production.

You gentlemen, being closely in touch as you are with the farmers have a God-given privilege which I hope you will exercise to the limit. On you, among many other duties, will fall that of seeing that the farmers in this vast area where the wheat crop is a failure are supplied with good seed, and that the acreage sown this fall is greater than ever.

I am very much pleased to see that your program considers so many subjects of vital importance in connection with the war, and I congratulate you on the able speakers you have secured, who no doubt will tell you in most convincing words of our country's needs during the trying days to come. Let your discussion be full and free on these subjects, so that we may all go home with an increased sense of our individual responsibility.

I tell you gentlemen, we are fighting a war for the freedom of the world, and as there is a God in Heaven, Right must and will prevail. To this end we must all do our part.

As president of the Board of Trade, and in the name of every member, it is my privilege and great pleasure to bid you welcome.

PRESIDENT DERBY'S ADDRESS

President F. A. Derby responded to the welcoming speech in his customary able manner and then delivered his annual address as follows:

Never before in the history of this body of business men has the annual meeting been called when our entire country was looking with such amazement at the soaring prices of grain of all kinds. With the cost of wheat and corn three or four times its normal value it is not to be wondered that our Government is taking steps to conserve and control the marketing of our most valuable foodstuffs. It probably must be conceded that in times of war and distress our world old law of supply and demand may not be adequate to control the conditions, and now when dollars are cheap and plentiful; for this is undeniably true at this time, as there never was a time when labor was so highly paid or when so much was received for the products of labor and enterprise; yet it cannot be denied that it is harder for a poor man with a family to accumulate a savings account, as the high cost of living has out-run his increase in wages.

As patriotic citizens of our Land of the Free and Home of the Brave, it is my duty and your duty to work with our Government in every way possible to help in the just distribution of grain.

Little did we dream when last we met here that our United States would be numbered among the Allies fighting for a world wide democracy. Little did we dream that American soldiers would be in the trenches in France. Little did we dream of the changes of business conditions that would prevail at this time, or the vast changes yet to come in the not very distant future.

The Year in the Association.

For the members of the Kansas Grain Dealers' Association the past year has been a prosperous one. It could hardly be otherwise. The Kansas Grain Dealers' Association has added to its prestige in many ways. The character of our membership of which we have always been proud has improved as our membership has grown. Further details of this will be proven by later reports.

The officers of your Association and especially your secretary, have contended in working to build up the

Association that quality should be the aim rather than numbers. With this high standard it must be admitted that no organization could stand higher, not only as to its individual members, but as an organization of men.

So many things have happened since last this body of business men met that events and incidents of usual interest concerning the Association are naturally lost sight of. In the excitement of highly nervous markets and the risk of doing business, the Association problems have to some extent been forgotten, but the facts that the membership has grown, that this meeting is well attended shows that latent spirit of loyalty to the Association which in years past has done so much for the upbuilding of the grain trade.

There will be no subjects discussed at this meeting which can be of as much importance as the question of our business relative to the equitable distribution of food products and there is no class of business so vitally affected by the political situation as regards this subject as the grain dealer.

We want to say here that we are very sure that there are just as many true patriots in the grain trade as in any other walk of life and it is the patriotic duty of every business man here to work with the authorities in helping to handle all the grains in such ways that they

taken into consideration by the country dealer when making purchases.

He spoke at some length of the various plans to regulate the grain trade, criticizing the attitude of the Department of Agriculture in its attempts to eliminate the middleman, but expressed the greatest confidence in Herbert C. Hoover and the methods he proposed to use. He then took up local questions as follows:

State Legislation.

At the last session of the legislature, another attempt was made to amend the present law so as to prevent duplication in inspection and reduce the fee for inspection when the amount in the revolving fund is in excess of the needs of the department. By an act of the Kansas legislature in 1911, all monies received from the inspection and weighing of grain were to be carried in a separate fund on the books of the state treasurer, and to be known as a revolving fund, available only for the use of the inspection department and subject only to the constitutional provision of re-appropriation of said fund by the legislature at each regular session. Following the assembling of the legislature we caused a bill to be drawn and introduced in both house and senate, the purpose being to reduce the fee for inspection, where the amount in the revolving fund was in excess of \$40,000, from 65 cents per car to 40 cents per car, until the amount in the revolving fund should fall below \$10,000, when the fee would automatically increase again to 65 cents per car. There was also a provision in this bill making it obligatory on the deputy inspector, after inspecting a car of grain, to place on one of the inside door posts of the car, a card or tag showing the test weight and grade, if wheat, and grade alone, if other grain, and on the arrival of the car at its destination it would become the duty of the deputy inspector at such point to take sample of grain from car and copy of card showing test weight and grade and present said sample of grain, together with copy of card to the consignee. There was a further provision in the bill that whenever cars of grain had been officially inspected by departments of other states they might be unloaded into public elevators in this state without re-inspection by the department of the state, provided, however, that if either buyer or seller of such cars demands inspection, such inspection may be had and the fee charged to the party making such request. A copy of this bill was sent to every member of this Association, with the request that if same met with his approval to write or see his representative, explaining to him the purpose of the bill and request his support to the measure. The bill was referred to the Committee on Agriculture of both house and senate. House Committee reported the bill back to the house with the recommendation that it be passed. Twenty-four hours later they recalled the bill and made an adverse report. It developed later that this bill did not meet with the approval of the chief grain inspector of the state of Kansas, and for this reason, and this reason alone, it failed to receive the support of the Committee. The bill did not even receive consideration at the hands of the Senate Committee to whom it was referred. At the time the legislature was considering this bill there was over \$81,000 surplus in the revolving fund. Every dollar of this belonged to the elevator owners and operators of this state, and no good reason has or can be assigned why the fee for inspecting grain should not be reduced. The legislature was very willing to reappropriate \$25,000 of this fund, which was carried into the general fund. The question arises as to how long are the shippers of Kansas going to submit to such treatment?

Grain Standards Act.

Congress had enacted a law, known as the Grain Standards Act, giving full authority to the Federal Government to establish uniform grades in the handling of all grain in interstate traffic. This power has been vested in the Agricultural Department of the United States. The rules adopted by the Department have also been adopted by the different state inspection departments, as well as Boards of Trade throughout the country, having jurisdiction of all inspections of grain handled through their several markets. Under the Grain Standards Act, all inspectors are licensed by the Federal Government, and are directly responsible to the Government for their actions. We have received numerous complaints from country shippers in the past three months of inefficient service, and we believe that a number of these complaints are well founded. Sufficient care is not taken in making probes for samples and as a result the grades are often changed by the deputy making the second or third inspection. We would strongly recommend that all shippers not satisfied with the inspection made, report to our office, giving car number, initial, date of first inspection, and grade and date of following inspection, name of inspector, and final destination. This will enable us to tabulate these complaints and furnish the office of Markets and Rural Organization a copy, thereby enabling them to make a prompt investigation and determine whether these inspectors are competent, and if not it is reasonable to assume that their services will be dispensed with.

The Dockage System.

July 1, next, all winter wheat will be subject to dockage for dirt, broken and shriveled grains, and all foreign matter. This rule will be enforced wherever grain is intended for interstate and foreign shipment. Under this ruling, every shipper will be compelled to provide himself with the necessary tools to make the



PRESIDENT J. B. MCCLURE
Hutchinson, Kan.

will reach the consumer with the smallest reasonable expense.

With the thought, then, of the most good to all and making this meeting a success in every way, let us discuss the questions before us with minds open for conviction, remembering ever that the man that does not agree with you is looking at the question from his own viewpoint and might be nearer right than you.

SECRETARY'S ANNUAL REPORT

Secretary Smiley read his report in part as follows:

The closing months of the year 1916, and at least the opening months of the year 1917, will long be remembered by the grain trade. In all probability, this period of time in our history will be referred to by the future generations. High prices have prevailed on all foodstuffs, brought about, partly, on account of partial crop failure throughout the world, and partly on account of the carriers' inability to transport foodstuffs from point of production to point of consumption, when demanded. But we believe, largely, on account of a state bordering on hysteria, caused by press reports, believed by many, that this country was bordering on a food famine. Present prices for our cereals are not justified by existing conditions. It now develops that we have sufficient wheat to supply all domestic requirements with quite a surplus for export. If present, or near present prices, are maintained during the next crop year the country grain dealer will be compelled to change his methods of doing business. In the past the average dealer has made his purchases on a three or four cent per bushel margin of profit, making no allowance for loss in transit, interest charge on drafts, or other items of expense connected with the handling of grain. Under present conditions, and prices prevailing, the inevitable loss in transit, and invisible loss in handling, with the interest charges on drafts added, will alone amount to as much as two to two and one-half cents per bushel. This item of expense must be

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necessary test: A wagon trier, 50 inches in length, in order to secure a true sample from the wagon, also a nest of three sieves, the first or top sieve, containing the weed stems, etc., while the second or middle sieve will retain the sound wheat, and the third or bottom sieve will contain all small weed seeds, or shriveled or broken grains. There are also other devices offered on the market that have been in use in the spring wheat territory for a number of years that have proven very satisfactory. Let no one conceive the idea that it will be possible for him to get along without the use of some contrivance to make the necessary test, as it will be a physical impossibility for any one to determine with any degree of accuracy the percentage of foreign matter contained in any grain, especially wheat.

A representative of the office of Markets and Rural Organizations is present with us today and I am sure that he will be glad to answer any questions put to him relative to the best and most simple method to make the necessary separation, as well as to furnish information that should be of value to you at this time. In this connection I would suggest that all dealers in attendance advise their farmer patrons in advance of the threshing season what they may expect, and see that their thresher-men equip their machines with a sieve that will permit small weed seeds to pass through on to the ground, and when the threshing is done, see that it is promptly destroyed by burning.

Scale Inspection by Carriers.

The lines of railways operating in Kansas placed outfitts in the field June 1, 1916, for the purpose of making an inspection of all industry scales located on their lines. Reports to our office from June 1, 1916, to May 20, 1917, show that 287 wagon scales, 114 automatic, and 83 hopper, or a total of 484 scales were examined during this period. Three hundred of these scales were reported to be in good condition and weighing correctly; 43 of the automatic scales, of the 114 inspected, were found to be out of balance; 59 of the 287 wagon scales examined were ordered to the factory for refitting. Seventeen of the scales examined were condemned; 15 were found not to have been properly installed; 10 examined, levers were found to be out of level. Time will not permit me to make further detailed report of conditions of all scales as reported by the carriers to our office. These reports would indicate, however, that sufficient care is not given scales of the automatic type. Many of these scales were found out of balance, and in a great many instances, the operator did not fully understand the operation of the scale. We believe that the plan of scale inspection by the carriers will be by all odds the most satisfactory of any plan tried, and further believe that if the scale departments of the different lines will arrange equipment to make all necessary repairs on the ground that it will only be a matter of time until a much closer relationship will exist between the carriers and elevator owners and operators, which in my judgment will eliminate a large proportion of the losses now occurring.

Local Meetings.

Owing to the partial and total failure of the wheat crop in a number of the Kansas wheat counties and southern Nebraska, we are undecided as to whether to hold local meetings during the month of June or postpone until later in the season, or until a corn crop is assured. I would like an expression from the dealers present before determining as to whether they favor holding local meetings at the regular time, during the month of June and early July, or favor a postponement until later in the season.

Contracting Grain from Farmers.

While we consider it a bad practice to contract grain from farmers for future delivery, we find that a number of dealers insist on doing so, and in most instances they do this without making written contracts. A case was brought to our attention a short time ago of where a farmer sold his entire crop of wheat for 98 cents during the month of May, 1916, same to be delivered immediately after threshed. Later the market advanced and he was offered a substantial advance in price, sold it to the other party and delivered it. There being no written contract made, the first purchaser had no way of proving his contract, and sustained a loss. If you insist on contracting grain for future delivery, make written contracts, and if you have no form, advise and we will furnish you with printed forms in original and duplicate.

A short time ago we received a communication from Charles J. Brand, chief of the Office of Markets and Rural Organization, calling attention to Section 12, paragraph 2, of the rules and regulations governing inspection, under the Federal Grain Standards Act. Section 12 provides that no licensed inspector shall issue a certificate on grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain and be made under conditions which permit the determination of its true grade. In case conditions are such as not to assure the determination of the true grade, a licensed inspector may, in advance of such determination and of the issuance of the certificate of grade, furnish to the person for whom the service is performed, information in writing or otherwise, showing the grade then assigned by him, and expressly reciting the conditions which make uncertain the determination of the true grade. Where an inspector is called upon to make an "in inspection" and the grading of a car load of grain, and if the car is heavily loaded there will be stamped or printed on the face of the certificate issued, "heavily loaded car." When such notation appears on the inspection certificate the buyer is granted the privilege of calling for re-inspection, upon

the arrival of car at elevator or final destination. If this rule is to be enforced, you should make it a point to permit sufficient space between the grain and roof of the car so that the sampler may obtain a true sample of the true contents of the car on which to base a certificate of inspection. What will be the result if this rule is enforced and cars heavily loaded? Is it not a fact that all elevators at all terminal markets will demand re-inspection upon the arrival of the car at the elevator? If so, what is the use of an original inspection? Why be compelled to pay for something that is of no value to you?

J. Ralph Pickell of Chicago presented the subject, "The Problem of Food Distribution at Home and Abroad," in a most interesting manner, combining flights of patriotic oratory with good common sense, which he sent home with much force. He spoke at length of Mr. Hoover and his plans and stated that the grain trade had nothing to fear from his administration. He ended by advising every dealer to keep his finances in liquid form, to be ready for whatever happens, and to make no future commitments.

George T. McDermott of Topeka spoke on the subject of legal difficulties of grain dealers and emphasized the necessity of giving one's lawyer all the facts in each case, and warned dealers to always make written contracts for purchases of grain and to make such contracts definite.

R. D. Jarboe, grain supervisor at Kansas City, took J. W. T. Duvel's place on the program and delivered an excellent address in which he explained the working of the Grain Standards Act particularly in relation to conditions in Kansas and Nebraska.

DOMESTIC AND EXPORT WHEAT GRADES

L. E. Moses, president of the Southwestern Millers' League, discussed the subject "Why We Should Have a Domestic and Export Grade on Wheat." It was a plea to provide means to limit the export of better than the average crop as foreign millers would demand the best of our wheat if domestic grades are used in the foreign trade and the home miller would not be able to compete in foreign markets. The discussion was entirely academic as the Grain Standards Act provides that foreign and domestic grades shall be the same.

Before the adjournment of the session the Resolutions Committee, consisting of the following, was appointed: C. P. Kelso, A. L. Scott, H. Work, John F. Jones, and W. S. Washer.

The Auditing Committee was appointed as follows: J. M. Rankin, J. D. Infield, and Mr. Harrington.

WEDNESDAY MORNING SESSION

P. S. Goodman of Chicago opened the Wednesday morning session with the following address on "Some War Problems in the Grain Trade":

War brings its advantages and disadvantages, principally disadvantages. It develops the selfish instinct to the most intense degree as well as broadens the human mind. The patriot is usually offset by the slacker, the generous man by the hoarder. The supporter of the Government finds the profit-seeker pushing along with him, not to the danger line but to the supply camp. Business and speculation are indissoluble—one and the same thing. It is natural that the man of business—the producer, the manufacturer, the distributor—should seek the highest profit obtainable. That is the natural drift of human endeavor and the opportunities that come to the man who backs his output with his brains are the greatest in times of war.

State regulation of prices is the modern effort to head off the greed of men—the socialistic weapon to nullify economic law. The state is now seeking to check the selfishness of humanity. It is a greater problem than those of separate businesses, yet it comprehends every problem which has and will develop in the course of war, apart from the military affairs.

Antagonism between business interests, including all interests which control production, and the consuming and laboring class has become more intense. The politicians who invariably utilize every act of legislation for its effect upon personal or party success are drifting rapidly to the popular side—to the favoritism of the many. Some of them who never contributed anything to the welfare of society are already advocating the hanging of the speculator and are proceeding to legislate against the possibility of anyone profiting through his capital or ability in the handling of products.

Naturally, the first business to be brought into the limelight is that of foodstuffs, not only of grain but all products of the soil. The advance in the price of all farm products used for the sustenance of man and beast has touched more people directly than any of the products of the manufacturer. That these products have advanced is but the reflection of the human impulse to make money out of the unprecedented advantages presented by war; that they should be the first

to pass under the control of the state is a matter of course. The crudity of the methods used in seeking the reduction of prices represents the crudity of the economic thought of the mass of the people. I am not sufficiently advised as to why butter should be selling high, though the butter dealer says it is on account of the high price of feed. I am partially advised as to why eggs should sell so high, for I have a small poultry yard and keep an expense account and I know that at the present price of eggs a man can go broke with a chicken farm if he has to buy the feed.

Our particular interest is our selfish one—our immediate business the buying and selling of grain, the distribution from the producer to the merchant, the miller or the exporter. The trade in grains has been accused of making the high prices by providing an open market where the exporter could purchase for future delivery—where the long-headed man could follow his opinion that war makes high prices. The public has been drawing striking parallels between the prices the trade paid for wheat last July, when the winter variety was being marketed by the farmer and the present high prices of the grain, assuming in the comparison that the farmer sold all his product last July and that the grain dealer held on to it until good grades ran up to \$3 a bushel. I am willing to admit that here and there in the country some grain dealer did buy wheat from the farmer at \$1.25 and held on to it until it reached the high prices. I am willing to admit that possibly one or two per cent of the grain dealers had foresight to see the ultimate price or at least anticipated something better than the usual three or four cents a bushel profit in handling his community's grain.

How the Crop Was Marketed.

In view of the fact that two-thirds of last year's crop of wheat had been sold, milled and eaten when the fancy prices showed themselves in the market, it is painful to be accused of robbing the producer. When prices were running to the top last March, the Government reported that out of 700,000,000 bushels of wheat raised and carried over on the farm, only 101,000,000 remained on the farm. That out of 600,000,000 bushels marketed from the farm up to that time and 75,000,000 held by grain dealers and merchants on July 1 of last year, or out of a total of 675,000,000 bushels passing into the hands of the distributing and marketing organization of the trade, only 145,000,000 remained in trade channels on March 1. Thus we get a proper illumination of the trade position and situation.

March 1 showed 245,000,000 bushels of wheat on and off the farm. Of this 30,000,000 was needed for spring seeding and 215,000,000 was in sight to supply an average monthly consumption in this country of 42,500,000 bushels, this average being 10 per cent below the normal consumption. The new crop was four months remote on March 1. The country's estimated needs were 170,000,-000 bushels. The exports to our Allies for the four months were estimated at a minimum of 40,000,000 bushels. The trade was therefore confronted with a statistical position of 210,000,000 bushels needed, with 215,000,000 in sight.

The economist figured differently from the statistician; but his was the voice of one crying in the wilderness of noise made by the public, that starvation was in sight. Under the able leadership of the excitable press and alarmed public officials, the public went after the wheat and flour and bid up the price. The trade was blamed for the trouble, because it had an organized market where any one could come to buy and to sell. There was a lot of selling, not by the farmer who held 70,000,000 bushels over seed requirements, but by the grain dealer and miller, by the merchant, who combined held 145,000,000 bushels of wheat. A great many sellers were actuated by the belief that prices were too high, and they sold something which they did not have but expected to obtain. Many of these had to buy back in the open market, others held tenaciously and profited by the subsequent restriction of trading.

Foodstuffs simply followed the universal price law, rising in response to a demand in excess of the supply. Public condemnation of the market, popular misconception of the underlying causes of the advance forced the hand of the Government in the direction of repression. The organized trading checked the rapacity of the buyers by closing the free market and establishing an artificial one—limiting the trading to the initiative of the sellers in wheat and disposing of the nearby contracts on the arbitrary basis.

The Effect of Restriction.

The public is impressed with the ease with which the market was checked and ascribes the subsequent reaction in prices to the limitations imposed. The trade has shown the way to repress speculation. The producer of grain is the first business interest to come under the controlling power of the Government, by the deprivation of an open market. The trade hopes to restore the old condition, but the old condition on any outbreak in the direction of higher prices would no doubt meet with a similar treatment. The indefinite character of the future is a serious one.

Legislation is being sought to put the foods of the country under a direct control. It is hoped that such control will use the present trade agency. It could not do otherwise without bringing confusion upon the country and making matters worse. Food administration, no matter how gently we clothe its form, is price dictation. The only incentive to its establishment is to assure a reasonable price to the consumer—to check any unrest by the sufferers from a shortage in supplies. It is a big job; it means much to the trade; but until its

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actual enforcement—until the plans are fully announced—it is useless to conjecture upon the direction it will take.

Under a food direction by the Government an open, free market is out of the question. Just how prices will be fixed is another matter in the realms of pure conjecture. If the grain of the country was in the hands of the dealers there would be no difficulty in fixing a price and securing an acquiescence thereto; but now the end of the season finds the old stocks passing into consumption. The trade itself is in doubt of the ultimate direction things are going to take and must wait upon the attitude of the Food Commission. A price must be fixed at a maximum to satisfy the consumer, otherwise he would be at the mercy of the selfishness of the speculator. A minimum price no doubt will be fixed to satisfy the producer that he shall have a fair profit. When these prices are fixed, the trade must adjust itself to the maximum rather than the minimum, as long as the war lasts or as long as supplies are inadequate; for the producer will not sell freely except he can get the maximum price.

Fixing of maximum and minimum prices presumes that the dealer shall not be a helpless party in the transaction between the consumers' protest that the maximum is being exceeded and the producer's protests that he is not getting the maximum. Utilizing the agency of the trade, with the high and low fixed, leaves very little for the trade to operate upon and may compel a fixed percentage for his services.

Distribution.

I find every attention is being given by the Administrative forces to the matter of distribution, as if there has been something wrong in this feature of the trade that can be cured by a commission. It is true that commissions thus far have not been superlative agencies for helping any one, but mostly vehicles of confusion and irritation. To my mind the most serious phase of making the grain business a handmaid of military effectiveness is mobilizing the supply. The producer has his own ideas of his usefulness at this time as well as any other time. He has been thinking over the matter of prices as well as has the distributing trade or the Administration. He knows a good price situation as well as any other business man and he believes in making the best of it. The socio-political element which has control of affairs in North Dakota has inspired its followers with the importance of the farmer in the scheme of civilization. One branch of this producing element last week demanded by resolution that the minimum price of wheat be fixed at \$2.50 a bushel. With the average price of wheat in that section of the country running under a dollar, \$2.50 price sounds very profitable. That would mean somewhere around \$2.75 to \$3 for spring wheat at Chicago. This price is, of course, regardless of the crop. Should the United States and Canada this year turn out the possibility—a 1,000,000,000-bushel crop of wheat—the price ought to sell well under \$2, but the producer is a sort of sacred person to the political forces of this and other countries. I doubt if any sort of legislation or direction will be made to force the products of the farm into consumption promptly and effectively, should the supply be less than requirements.

The producer is apt to learn that the free market for grain is greater to his advantage than a restricted one, if no minimum or maximum prices are fixed, and the consumer will learn the same fact if prices are arbitrarily fixed.

England's Experience.

England's experience suggests that if we get into food administration there will be a gradual tightening of the lines and increasing efforts to defeat the economic law. When regulation once sets in there is no way to keep it within definite channels. Free business develops competition and increases the number engaged; regulation for the purpose of reducing costs acts in the contrary direction. While it is an economic benefit to have competition which holds down prices, the arbitrary

fixing of prices requires less numbers to carry on the business. One firm can handle the activities of a community. Less cost of operation will be the means sought to reduce prices.

Reduction in the number engaged in the business will in no wise increase the profit of the individual selected to handle trade for the Government. If the price is fixed for wheat there is no need of a multitude of buyers at any market, and those best equipped for the work will be given the opportunity. Eventually if the scheme is persistent its effectiveness can only be accomplished by adopting the English method of fixing the price for the producer, of controlling the mills and in effect making the breadstuff trade a national commissary.

Everyone Will Help.

Everyone is anxious and willing to help the Government; protests will be few, because unavailing. The turning over of business to commissions is a novelty that is doomed to economic failure, but as a war makeshift it will have its ultimate effect upon the thought of the country and may work for general benefit by turning the drift of popular thought of the country in the direction of state socialism, and this may bring individuality to the front and turn popular sentiment against democracy.

Our business has not been exempt from the socialistic drift. We have had many minor illustrations of the producers attempting to eliminate the middleman. In some sections we have had the trade seriously discuss the transfer of country elevators to the control of public utility commissions for the purpose of restricting competition, of monopolizing territory. The projectors are heedless of the price-fixing character of the commissions and the ultimate baleful effect upon those engaged in the trade. While governmental control of the trade during the war would not be as harmful as in times of peace, it would at least clear up a good many foolish ideas about the power of governmental direction to help the trade directed.

How Restriction Affects Trade.

My own notion is that governmental direction is always a good thing for a brief period to those who are not engaged in the controlled trade, with their brains and capital. One of the disastrous effects of such control in these times of peace has been illustrated to the detriment of the whole business interests of the country in the past two years. The railroads were so hedged about with rates as to prevent them from expanding with the expansion of the country. When the tremendous volume of war business set in they could not meet the demands from the 70 per cent distension of production in manufacturing. The congestion that was created and continued has hurt everyone in business. Should grain crops this year be an average in quantity, there will be further harassment.

We have not yet felt the compression of war and will not until the conscription takes the young men into the field this fall, reducing the ability of the country to continue production of material at present volume. The shifting of industry to the most necessitous will happily take care of idle capital and idle hands in those lines of trade that must curtail. It is in contemplation of this feature of the war that the heaviness of a controlled grain trade will not be felt as it would be in times of peace. We must think of the situation developing about us in contemplation of a million or two of young men under arms, out of productivity, of an increasing activity in manufacture of war material.

The situation in foodstuffs is such that protests against governmental regulations, or dissent from methods proposed, are apt to be misconstrued, and patient acceptance of the burdens is the easiest way out of the matter. Of course, it means trade demoralization; and if the shortage in the supplies continues next season many will be forced to leave the business and adjust themselves to things of more profitable results. The feeding of our own people

is a trifling matter, even in times of crop shortage; in fact, one can hardly conceive of a shortage in supplies, so far as home consumption is concerned, even in so important a food as wheat. Only once since crop reporting was inaugurated has the actual outturn been below home requirements and that was the crop of 1866, whose latter end prices were the highest recorded in our markets until this spring. It is the matter of providing food for our Allies that upsets the trade and forces Governmental interference and co-operation with the Royal Food Commission of Great Britain, which is practically the buyer and distributor for the Allies abroad. The period which preceded our entrance into the war imposed unusual burdens upon the consuming public as to the chief food, but the matter of interference with the operation of natural or economic laws was not given any serious consideration aside from the small element demanding an embargo upon exports.

Military Necessity.

The declaration of war put us on the same plane with the Allies, and the force of military co-operation requires the conservation of food and the division of supplies as far as possible with our Allies. It is unimportant who controls the distribution, who fills the unenvied position of director or administrator. Mr. Hoover may not know anything particular about the grain business, and really for the purpose sought it is not necessary for him to know anything about it. His advisers are largely the directors of the supplies abroad, and in this country our Agricultural Department is competent to furnish information as to the extent of the supplies. It is simply a matter of arithmetic, not of political economy; for we are making no pretense of directing natural channels but to create straight channels for definite direction of the supplies. Any executive with precision of judgment and willingness to assume responsibility can direct the business. The question is how far will the food control extend? There is a natural haziness about the form to be adopted and circumstances will rule the occasion. The chief element in shaping things will be the size of the coming wheat crops. Should they yield a fairly good surplus, home interference will be slight, as the price will regulate the consumption, as it has recently. There is a great deal of nonsense parading through the public mind as to the alleged shortage of wheat and flour. One gets the impression from reading the daily gossip of the papers, the frequent fulminations of dazed officials, that the people have been hoarding flour in immense quantities. No doubt here and there there has been some buying for home uses but in the main very little of this has been indulged in. There has not been any apparent shortage in the supplies available in the places of large accumulation. The decrease has been even less than the normal consumption and exports, considering the primary receipts of wheat. The fact is the price has caused so great a saving in consumption as to react upon the statistician and upset the conclusions of a month or two since.

Thrift the Keynote.

I doubt if the average person clearly understands the extent of thrift in this country since early spring. Waste has been stopped in almost every family. In Chicago there has been a decrease of garbage teams and employees of that department of the city. The reduction plants which operated at a profit are showing a loss. These plants by a process of washing household garbage with naphtha recovered large quantities of fats in the form of oils. The returns of the process lately are nearly half of former times. The same saving is under way in every community. The public is gradually making the task of food control more easy. It is an axiom that the way to end high prices is to continue them; in other words, the enforced thrift of a community by reason of high



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prices eventually brings about a return to low prices. The stoppage of buying wheat in the market for future delivery did not bring about the fall in prices, but the failure of the market to register the expected shortage in supplies removed further incentive to accumulate wheat; the nearness of the new harvest with an ample supply in the visible gave warning of approaching collapse of high prices.

Danger of New Laws.

The trade is confronted with the possibility of vicious laws aimed at the storage of wheat. This contemplated legislation is apt to produce more harm than good; for it will, if effected, put the dealer in a position where overzealous officials and nervous neighbors may accuse him of violating the law, when he is only seeking to serve the community and the country by carrying in store the usual amount of grain. I can conceive of a situation where a country dealer who has bought wheat, corn or oats to the capacity of his elevator removing the grain from the farm into the reservoir that feeds the channel of trade, waiting on the opportunity to market his product at a fair profit (and the fair profit of the grain dealer is less than the profit of anyone else in business), and while waiting is arrested for hoarding grain and his plea of proper and prudent business operations would be unavailing under the exact working of the statute. Under the same projected legislation, his farming neighbors may hold their grain for higher prices, combine to hold for prices which may be far above the market, far above reasonable prices that the dealer must have for handling his grain, and none can molest the producer.

The hoarding of foodstuffs is a detestable act, but the dealers are less likely to be engaged in this operation than the producers. Storage under proper conditions is the economic balance of the Nation. No doubt many of the cold storage concerns have been too exacting. Selfishness rules in this line as well as in any other; but a method of forcing the owner to part with the stored goods would necessitate exact computation and unusual skill. Arbitrarily the Government may say just how much may be stored and force a distribution of a ratable plan, but such interference would destroy the business prospect and storage of eggs and butter would cease, with the ultimate effect of making them very cheap during the season of heaviest output and almost priceless during the winter months.

Anti-Hoarding Legislation.

Anti-hoarding legislation imperils every grain dealer in the country, for the prospect of being accused of unpatriotic methods, the possibility of being made an object of reprobation in his community, will restrict operations to the actual passing of business and encourage the holding of grain by the producer, by forcing him to keep out of the market during the natural marketing season. If this legislation is enacted and the market for future delivery is closed to the buyer, to the speculator, there will be a forced restriction of movement to the actual necessity of the consuming, the exporting trade, which means a slow and uncertain movement at all times. It would be more preferable to do business under a maximum price with a fixed allowance for profit than to do business under the Gore-Lever Bill.

Pressure will be upon our crops during the coming season. Mr. Hoover has indicated this in his statement of the difficulty in getting supplies out of Australia. The wheat in that country belongs to the British Government, the producer has been paid \$1 a bushel, and the selling price is that amount plus the interest and the cost of handling. The freight rate, however, is around \$1.50 a bushel to England, either directly or indirectly through this country. The amount that can be taken is limited to 2,000,000 bushels or less a week. To take away more would neces-

sitate almost double the cost of transportation, for the boats must go out light and in the present need of shipping necessitous things there is no surplus shipping. There is a possibility that this country and Canada will be called upon to furnish the same amount as the present season, about 300,000,000 bushels of wheat, and if the spring wheat harvests should turn out fairly good on both sides of the border, the matter will be solved and the trade will be comparatively free.

Contemplation of restrictions to the trade is inferred from the urgency with which the Government is seeking the passage of the Gore-Lever Bill. You were told yesterday that the sting had been taken out of this measure. The only modification that I can find is the excision of the authority to close boards of trade and exchanges, but the substitution of a provision to regulate the trading in grain permits the imposition of restrictions which would close the trading. Section 12 authorizes the making of a maximum price and Section 13 a minimum price. Proclaimed as an anti-hoarding measure this bill directly authorizes the hoarding of grain by the farmer. Its exemption of the producer is a most vicious affair and is calculated to do immense damage to the country and to create higher rather than lower prices for the consumer. The section authorizing the very thing for whose extinction the Bill is called into being is as follows: "That any accumulating or withholding by any farmer, gardener or other person, of the products of any farm, garden or other land cultivated by him shall not be deemed to be hoarding within the meaning of this Act."

Exemption to Farmers.

The Government assumes that the trade engaged in the distribution of the products of the soil is the only interest creative of higher prices. Therefore it is proposed to punish anyone who carries any grain in stock when prices are ascending. It proposes to stop advances by fixing maximum prices for the trade. It proposes to keep foods from becoming cheap by fixing a minimum price when the profits of the consumer are in peril. The channel through which the grain passes is to be kept clear and scoured, but the reservoir from which the channel flows may be dammed up. With the experiences of the European countries before it, it is inconceivable that the producer should be encouraged to hoard his products. If a shortage in supplies develops, there is no relief from high prices and will be none until the producer is compelled to be a patriot, until his exemptions from sharing the burden of war are removed. It is an outrage that the grain trade should be held up as a malicious element and the farmer sanctified. This proposed bill is an iniquitous measure and its correction in the interests and fairness of the public good should be corrected.

No Open Market.

In the present state of things there is no open market for the handler of wheat to hedge his purchases, no market upon which the foresight and capital of the country can operate to sustain and equalize prices. The grain dealer is without chart or a compass and this, to my notion, presumes the fixing of prices by the Government. Large crops alone can save the trade from disorganization. Things may not be as bad as we anticipate. They always look worse in anticipation. Fortunately the coarse grains, largely domestic in use, promise a big yield and trading in them is likely to be unrestricted. Our Allies will need more corn and oats and the estimated amounts can be furnished and still have plenty for home use.

V. E. Butler of Indianapolis spoke on "Uniform Terminal Market Rules" and presented the rules recommended by the Advisory Committee of the

National Association which have been discussed in these columns at length.

An Arbitration Committee, consisting of J. B. McClure, C. M. Woodell and E. A. Fulcomer, was appointed.

WEDNESDAY AFTERNOON SESSION

"The Probable Results of Government Regulation of Prices and Closing of Boards of Trade," was the subject of an interesting address by D. F. Piazzek of Kansas City, who predicted that the Food Control Bill, if passed, would eventually make all Boards of Trade and mills adjuncts of the Government with little or no opportunity for individual initiative. He voiced his conviction that unrestricted buying and selling was the only method of economic justice, but that restrictions might prove to be a salutary lesson to the country of the value of an open market place for grain.

J. B. McClure of Hutchinson, read an interesting paper on "Are the Carriers Entitled to an Advance in Freight Rates Under Present Conditions," in which he presented fair statement of fact, giving the railroads full credit for their growing needs, but pointing out by many specific examples how a flat percentage increase would work an injustice. He concluded his address as follows:

Now if the railroads are entitled to a raise in freight rates, it would undoubtedly be on the hundred pounds and mileage system and not on the percentage basis. The percentage basis would place the burden upon those who are already paying too high a freight rate and would not raise it in proportion on those who are already paying a low freight rate, granting the fact that the freight rates at the present time were equitable.

The railroads that are being properly managed seem to be getting along very well at the present time even though they have an increase in wages and an increase in the price of material; but those that have not been properly managed are in hard straits.

In conclusion, I would say that under the existing conditions in our nation and the condition that exists for the raising of price of all material, it may be necessary to grant the railroads a raise in rates on a mileage basis but to raise it on a percentage basis would be unjust and excessive and detrimental to all shippers.

The day being Decoration Day, a most opportune address was made by A. L. Scott of Pittsburg, Kan., on "Our Country," which, unfortunately, was too long for insertion in this report. It was one of the best patriotic addresses we have heard and was thoroughly enjoyed.

H. Work of Ellsworth offered the following resolution which was carried:

Whereas, approximately one hundred million bushels of cereals are used annually for the manufacture of alcohol, thereby diverting the grain from use as a food product that is of inestimable value to a use which has proven to be of incalculable detriment to the people now engaged in war; therefore, be it

Resolved, that we urgently request Congress to enact legislation as a war measure, which shall prohibit the use of cereals for the purpose of manufacturing alcoholic beverages, and that the secretary of this Association be instructed to forward a copy of this resolution to each U. S. Senator, each congressman, Secretary of Agriculture and Food Controller Hoover.

H. D. Yoder, president of the Topeka Board of



LINED UP FOR THE PICTURE AT A MEMORABLE SESSION

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Trade, in his address on "Problems and Some Observations Growing Out of the War," in which he reviewed the demoralization of the trade abroad and the methods proposed to control the trade in grain at home. His conclusion was that the Food Control Bills should not be passed in their present form.

THURSDAY AFTERNOON SESSION

Charles Quinn, secretary of the National Association, opened the afternoon session with a discussion of the Pomerene Bill of Lading Bill. He spoke of the successful effort that was made to get better railroad service and then took up the two features of the Pomerene Bill which particularly affect grain dealers; its negotiability, and the clause on weighing. The phrase "adequate weighting facilities" was put in as a compromise measure. It has made just the trouble that was anticipated, but an effort is now being made to have a bill introduced into Congress which will exactly define the phrase and dispose of the vexed question for all time.

Secretary Smiley's financial report, which was passed by the Auditing Committee, showed a healthy financial condition with a balance on hand January 1, of \$757.91.

RESOLUTIONS

The following resolutions, reported by W. S. Washer for the Committee, were adopted:

Coal Contracts.

Whereas: It has come to our knowledge that the great coal companies selling in Kansas, have abrogated their contracts for storage and other coal, without warrant of law, be it

Resolved, by the Kansas Grain Dealers' Association in annual convention assembled; that we deplore and protest against this illegal and unwarranted action, and declare that it is not only illegal, but contrary to public policy. Be it further

Resolved, that we appeal to the authorities of the state of Kansas to use the whole power of the state to the end that this evil may be corrected and contract rights preserved.

Resolved, that a copy of these resolutions be transmitted to the attorney general of the state of Kansas.

Supporting the Government.

Whereas: Our beloved country has become involved in fearful war in which it is necessary that our every resource be utilized in order that the conflict may be brought to a successful conclusion, that democracy may triumph throughout the earth;

Resolved, by the Kansas Grain Dealers' Association in annual convention assembled, that we pledge to the President of the United States and to his associates in authority, our earnest and sincere co-operation and help to the end that agricultural production may be increased and those products equitably and fairly distributed to the people of the United States and our Allies; and be it

Resolved, that the Kansas Grain Dealers' Association hereby offers and pledges the support, services and facilities of its membership to the Government in this national emergency.

Resolved, that copies of these resolutions be transmitted to President Wilson and to Mr. Herbert C. Hoover.

National Association.

Resolved, by the Kansas Grain Dealers' Association in annual convention, that the thanks of this organization is hereby extended to the officers of the Grain Dealers' National Association, and especially to the Legislative Committee thereof, for their unselfish labor for, and devotion to the interests of the whole grain trade.

Be It Resolved, that we pledge anew our loyalty to the great national organization and believe that it is the proper medium to represent the grain trade in this national emergency.

Car Distribution.

Whereas, the Public Utilities Commission of Kansas is to hold hearing in Topeka, June 7, 1917, on the matter of rules for the distribution of grain cars, and

Whereas, the tentative rules promulgated are inequitable;

Resolved, that the President of the Kansas Grain Dealers' Association is hereby instructed to appoint a committee of three to represent this Association at this hearing, to urge the adoption of fair and impartial rules for car distribution.

Grain Exchanges.

Whereas, the necessities of the world demand that the United States produce the greatest quantity of food possible, and

Whereas, the grower of grain is sorely in need of every encouragement to plant a large acreage to grain, therefore be it

Resolved, by the Kansas Grain Dealers' Association in convention assembled this 30th day of May at Kansas City, that we do hereby instruct our secretary to notify each Kansas representative in Congress and the Hon. Secretary of Agriculture, that we deem it unwise at this time to place, or even to threaten to place a

maximum limit upon the price to be paid for farm products. Supply and demand have always proved the fairest factors in establishing market values, hence no effort should be made to ignore their influence. Be it further

Resolved, that the great grain markets of the world, our grain exchanges, should be kept open and running as usual to the end that the daily purchases, sales, offers and bids of the merchants of the world shall be recorded by a competent authority and the information given to the world.

Acknowledgement to Speakers.

Resolved, by the Kansas Grain Dealers' Association, that the secretary is hereby instructed to convey the thanks of the Association to each of the speakers who has appeared upon our program for the excellent addresses with which we were favored.

Trade Papers.

Whereas, the grain trade is fortunate in having most excellent trade papers.

Resolved, that the thanks of the Kansas Grain Dealers' Association is hereby extended to representatives of grain trade papers, here present, for their courtesy in reporting our sessions.

Thanks to Kansas City Board of Trade.

Whereas, the Kansas Grain Dealers' Association in annual convention assembled, has enjoyed the usual bounteous hospitality of the Kansas City Board of Trade and of its individual members:

Resolved, that the Kansas Grain Dealers' Association extends its sincere thanks to the officers and members of the Kansas City Board of Trade for their manifold courtesies and kindly reception.

W. D. Washer moved that Section 4, Article 5, of the Constitution be amended to provide that three directors be elected for one year and three directors for two years; also that the balloting be by members in good standing present and voting. This last change provides for the elimination of the voting by proxies. The motion was adopted.

ELECTION OF OFFICERS

The following officers were elected: President, J. B. McClure, Hutchinson; vice-president, F. D. Barrett, Topeka; secretary-treasurer, E. J. Smiley, Topeka.

Board of Directors: For one year, W. S. Washer, Atchison; J. D. Mead, Ft. Scott; E. L. Brown, Chester, Neb. For two years, R. W. Dockstader, Beloit, Jim Lyons, Langdon; J. M. Rankin, Cambridge, Neb.

NEW HAZARD FOR MILLS AND ELEVATORS

The Great War has caused a new hazard in the storage and milling of grain. The Millers' National Insurance Company calls attention to this hazard in the following circular letter which has been sent to its policyholders:

We know that plans of mills and elevators of our policyholders with their surroundings and ways of approach, have been found among the belongings of persons arrested as spies. We know that men have been intercepted going through milling plants prepared to, and with the intention of photographing the interiors, the only object possible to be attained being the securing of information making easy the destruction of the property as a part of an apparently comprehensive plan to demoralize and cripple an important factor in our food supply.

We know that many of our larger mills and elevators forced to recognize this silent, insidious and difficult to detect hazard have taken unusual and expensive precautions to combat it.

Watchmen are being employed where none were kept before, and where heretofore maintained the service is being doubled.

The outside of the premises and yards adjoining are being brilliantly lighted every night, and unusual attention is being given to the prevention of fires from natural causes, in their own interest, and as a duty devolving upon all of us to protect our food supply.

We are not to be considered alarmists, or as leading up to a threat to cancel your risk, or the giving notice of a sharp advance in rate to cover this unusual and not yet fully known hazard, if our suggestions are not needed, but that an advance in cost will be certain if this malign influence is permitted to become a serious factor in the loss ratio, goes without saying and admits of no argument.

We feel, therefore, that we have a right to ask and insist in your interest and of the country at large, now looking to you more than any other single source for protection against disaster to one of the most important items of our food supply, that you spare no reasonable expense to guard and protect your property against this new danger, as well as redouble your vigilance to prevent fire from the usual causes, three-fourths of which are preventable with proper care.

Forbid strangers access to any part of your plant without proper credentials, no matter what the pretext.

Employ no one in any kind of service whom you

do not know to be reliable and above suspicion, and particularly should this be true of watchmen.

See that your fire fighting apparatus is always in order and your force drilled to its use.

Follow the example of the best concerns in the trade and light the outside of your plant when possible.

Report to police or government officials any one found lurking about the plant day or night, and allow no one with a camera on the premises.

In short, do anything which suggests additional safety against damage from known causes, and all the unknown causes which crafty and unscrupulous enemy sympathizers or spies and the ordinary crank, stimulated by unusual conditions, is likely to think of, or devise; remembering that when everything that is reasonably possible to do has been done, we will stay with you to the end, regardless of the unusual hazard now thrust upon us.

THE FOOD CONTROL BILL

In a recent interview, Secretary of Agriculture Houston, described the purpose of the Food Control Bill as follows:

"The bill aims to facilitate and clear the channels of distribution, prevent hoarding, assure fair prices, restrain injurious speculation, prohibit evil practices on exchanges, protect the public against corners and extortion, and reduce waste. It deals with the necessities of life, including foods, feeds, shoes, clothing, fuel and articles required for their production. It is strictly a war emergency measure. It confers, for the duration of the war, wide powers upon the President in the directions indicated, to be exercised only after he has found that a state of affairs warranting action exists. It is specifically stated that the legislation arises from a war emergency and is essential to the successful carrying on of the war. All the powers included in the bill doubtless will be exercised through an emergency agency which the President is authorized by the bill to create.

"Authority is given to license and regulate any business of manufacture, storage and distribution of foods, food materials or feeds, whenever the President deems it essential to prevent uneconomical manufacture or inequitable distribution. Licenses also may be required to put hoarded stocks on the market and to refrain from unfair practices and prices. The general purposes of such control of business in war time are to promote efficiency and economy in the manufacture and distribution of foods, food materials and feeds, and to eliminate abuses.

"The President is authorized, in order to prevent spoilage, to direct the disposition of food which is going out of condition, as well as to direct the market movement of perishable products with a view to prevent gluts or to effect equitable apportionments. He is also given power to prevent the hoarding or monopolization of necessities by requiring persons holding unreasonably excessive quantities to dispose of them.

"Another section of the bill gives the President authority to procure necessities by purchase or otherwise, to store them and to dispose of them at cost, and also to requisition and operate any factory, mine or other plant in which food or fuel may be produced or mined. The purpose of this authority is to enable the President to break monopolies in necessities, to prevent unreasonable enhancement in prices and to eliminate injurious speculation. Power also is given to the President to regulate and, if need be, to close exchanges which deal in necessities in order to eliminate evil practices. The purposes are to prevent injurious speculation, market manipulation, undue enhancement or fluctuation of prices and unfair or misleading market quotations.

"If it becomes essential to stimulate the production of necessities within the United States a guaranteed price may be fixed by the President which domestic producers, who act in reliance upon the guarantee, will be entitled to receive. The bill contains an anti-dumping clause, in order to prevent flooding of the American market with excessive importations which might defeat the practical operation of the guarantee. If essential, a duty, the amount of which will be ascertained by the President, is to be levied on such importations.

"In case of extreme emergency, in order to break corners or to prevent extortion, the President may

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ascertain and prescribe the highest price at which it is reasonable to deal in any particular necessities. If such a price be fixed it will thereafter be unlawful for anybody, except one dealing with products of land cultivated by him, to sell at a higher price. The President also is authorized to limit, regulate or prohibit the use of foodstuffs in the production of alcohol or of alcoholic or non-alcoholic beverages, or to require reduction in the alcoholic content of any beverage.

"The President on May 20 issued a statement in which he discussed the powers that have been requested, and indicated his intention of creating the position of Commissioner of Food Administration. He also stated that he had asked Herbert C. Hoover to accept the position. The two bills, the provisions of which I have summarized, should operate in close harmony and supplement each other.

"The Department of Agriculture, with its large, efficient and established machinery, will co-operate with the food administration to be created under Mr. Hoover in close and effective agreement. With the increase of production attained through the operation of the first of these bills and the regulation of manufacture, distribution, conservation and utilization attained under the second measure, our people will be spared many of the hardships of war, particularly in its influence upon the cost of living, and the successful prosecution of the war will be greatly advanced."

THE RUSSIAN SITUATION

The revolution in Russia which was brought about with so little disturbance and yet which promises such tremendous results in that country and perhaps in the whole world, has drawn attention to the food situation there which was one of the factors leading to the revolt. In fact the first demonstrations were in the nature of food riots in Moscow and Petrograd. There has never been a lack of food in Russia, but its distribution under the administration of M. Protopopoff, Minister of the Interior, has been severely criticized. M. Protopopoff was of the pro-German faction in the Czar's cabinet and was openly charged in the Duma with disloyalty to his country.

The Russian Government after the last harvest fixed prices for wheat and other grains which were not satisfactory to the farmers, who have prospered exceedingly since the war started. The result has been that they have held back their supplies so that mills have been forced to shut down for lack of grain. The price of flour is fixed to correspond to that of grain and only three regulation qualities of flour are allowed to be milled, so that it is probable that the price of grain will be raised to release the large stocks in farmers' hands.

The difficulties of transportation are enormous, but confidence is felt in the new Minister of Communications, N. V. Nekrasoff, vice-president of the Duma, and the other officials who will have matters in charge. For some time Petrograd has been on a rye bread and fish diet, with only a limited supply of meat, but now it is hoped that supplies of all kinds will be more plentiful. Later reports state that the new Government will requisition all grain supplies and may take over all estates of over 125 acres to insure adequate supplies for the future. Already hundreds of trains which have been lying idle have been pressed into service and the food situation is relieved in the large centers of population.

EFFECTIVE July 1, the ex-lake grain rates all ports have been increased approximately 15 per cent above the present rates.

THE North Dakota State Railway & Warehouse Commission recently refused the petition of the Mandan (N. D.) elevator men asking for permission to refuse to accept grain for storage at the present market prices. The Superior Court, however, granted it.

BEGINNING June 10, ex-lake rates on grain, domestic and export, from Buffalo, Oswego, N. Y., Erie, Pa., and West Fairport, Ohio, increased 2/10 cent per bushel. The increased rates include elevation charge of $\frac{1}{8}$ cent per bushel, increased from $\frac{1}{2}$ cent per bushel.

A PLAGUE OF MICE IN AUSTRALIA

Transportation difficulties in Australia has necessitated the storage of great quantities of grain in the open as there are no elevators to take care of it. The plentiful food supply and other favorable conditions has brought on a plague of mice in that commonwealth compared to which the affliction of Egypt in Pharaoh's time must have been slight.

While stored wheat has been the chief sufferer from the mice, houses and stores in some districts



TWO NIGHTS' CATCH—15,000 MICE

have been invaded and the entire eatable contents destroyed or spoiled. So bad did conditions become that the Government offered a reward of \$500 for an effective means of controlling the plague. Scores of remedies have been tried out, the most successful so far being to surround the wheat piles with a solid fence of galvanized iron, with occasional openings in which are pits filled with oil. The mice fall into the pits as they dart through the openings.

The organized campaigns have resulted in the extinction of thousands of mice, but the plague still rages. At Minyip 100,000 were caught in five weeks, and the illustration, taken from the *Australasian Baker*, shows a two nights' catch, a total of 15,000 mice in the wheelbarrows.

DEATH OF JAMES SPELMAN

The death of James Spelman, at his home in Montreal, Quebec, on May 27, was a decided shock to his many friends and business acquaintances here, more particularly as his state of health had always been such as to permit of the belief that



JAMES SPELMAN

he had many years of useful activity ahead of him. Death followed an illness of only a few days' duration, pleural-pneumonia being the cause.

Mr. Spelman was born in Ottawa, Ontario, December 10, 1860, and was educated in the Ottawa schools and the Royal Military College, Kingston, Ont. After graduation, he removed to Chicago, where, for several years, he was connected with the engineering departments of various railroads and

manufacturing firms. At the time of death he was president of the John S. Metcalf Company, of Chicago and Montreal, with whom he had been associated for the past 23 years. He had only returned from an extended trip to Australia in the interest of the company a few days before being taken ill.

He was a member of the Western Society of Engineers, the Canadian Society of Civil Engineers and several fraternal organizations.

Mr. Spelman was a devoted family man, universally admired for his keen sense of integrity and honor, and in the profession of grain elevator engineering, enjoyed an international reputation of brilliance.

The funeral was held in Aurora, Illinois, his former home, on May 30. Mr. Spelman is survived by his widow, his mother, one son and four daughters.

CLAIMS FOR LOSS AND DAMAGE OF GRAIN

Upon consideration of the record in the above-entitled proceeding and of the order therein entered on the 30th day of June A. D., 1916, by the Interstate Commerce Commission:

It is ordered, That the proceeding be, and it is hereby, assigned for hearing at 10 o'clock a. m., before Examiner Wilson, on the dates and at the places designated below:

July 9, 1917, United States Court Rooms, Minneapolis, Minn.

July 16, 1917, United States Court Rooms, Omaha, Neb.

July 18, 1917, United States Court Rooms, Chicago, Ill.

In connection with its investigation relating to claims for loss and damage of grain, Docket No. 9009, the parties interested are requested to submit information in regard to the following matters:

A. Volume and character of grain handled during the months of October, 1915, and October, 1916, and the extent to which claims were filed thereon.

B. Proportion of shippers filing claims during those months and the relation of claims filed to shipments made.

C. General information relating to the purchase, shipment and final delivery of grain, i. e., the manner of purchasing grain; handling through the country elevator; loading for shipment; ascertaining weight loaded; transporting, delivery and weighing into bins at final terminal elevator or other industry, and a general description of the methods employed and records maintained. Particular consideration to be given to the various weights used in the purchase, shipment, and sale of grain; the relative reliability of publicly supervised, unsupervised, and estimated weights; the practice of estimating the quantity of grain loaded; the methods of determining the number of measured bushels loaded into car; and the methods of ascertaining the weight of grain per measured bushel.

D. Information concerning scales, i. e., the various kinds of scales used in the purchase, shipment and sale of grain; the reliability thereof; manner of installation; method of operation; necessity of supervision; frequency of tests; tendency to give varying results; necessity for tolerance, etc.

E. Causes resulting in the delivery of less weight of grain at destination than was loaded at point of origin, other than carrier's negligence or variations in scales, i. e., natural shrinkage of grain; leakage through or over grain doors; the taking of samples for inspection purposes; losses incident to handling; failure to unload all grain, etc.

F. Precautions taken to prevent loss; rules prohibiting excessive loading of cars; application of grain doors; cooing, lining and sealing cars; inspection of cars by shipper and carrier's agent, both before and after loading; inspection and repairing of cars en route, etc.

G. Investigation and settlement of claims; period within which carriers require that claims be filed; method of recording claims; character of evidence and documents considered necessary to support claims; reliability of evidence submitted by claimant; factors determining the amount to be paid when claims are not settled in full; degree of promptness with which claims are paid, etc.

H. The character and adequacy of the inspection at destination upon which is based the certificates of the various boards of trade and grain exchanges, etc., relative to the condition of the car at time of delivery.

I. The relative merits of claims based on publicly supervised weights, unsupervised weights and estimated weights and the extent to which each of these various methods are used.

While the foregoing indicates in a general way certain subjects which are deemed to be of special importance, it is expected that any other matters relevant to the investigation shall be presented,

THE AMERICAN ELEVATOR AND GRAIN TRADE

June 15, 1917



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, JUNE 15, 1917

A PRACTICAL SUGGESTION

PRESENT demoralization in the grain markets of the country is due, not so much to a failure of the organized machinery of the trade, as to the uncertainty of the future, fear lest the Government throw an hysterical monkey wrench into that machinery or snatch out some vital part. New conditions made the machinery seem to be lacking in efficiency for a time, but the law of rising prices and lowering demand, which is the principle upon which the machinery is based, was beginning to assert itself, and might still be capable of controlling the situation, but at the cost of some hardship. ¶ To relieve the hardship the Government proposes to step in and control the trade in grain. To build up a new machine for this control is out of the question, nor is it necessary, and a practical use of the old is suggested by B. M. Anderson, Jr., assistant professor of economics at Harvard, in the ECONOMIC WORLD of June 9. He proposes that the leading grain experts of the country meet in some broker's office in Chicago or New York, pool all their information and gather as much more as possible by telegraph. Grain supplies in storage, transit and on farms; flour and meal supplies from mills, wholesalers and retailers; and estimates of potential supplies from other countries and coming harvests; all these things would be estimated, and this body of experts in conference could arrive reasonably near the truth. They would then estimate the probable amounts demanded, for various purposes, at various dates, at various prices. "On the basis

of this information regarding supply and demand, the committee could estimate the probable prices required, at different dates, to bring supply and demand into stable equilibrium."

¶ He proposes that the findings of this committee should be given out and argues that it would so restore confidence as to make it safe to remove restrictions on futures. He is confident of the loyalty and full co-operation of the trade. ¶ A conference of this kind would undoubtedly be of great value. Perhaps Mr. Hoover has something of the sort in mind. If he has it would clear the air to a wonderful extent if a statement were made as to just what will be expected of all elements in the grain trade.

PREPARE FOR JULY 1

ON July 1, the new grades on winter wheat go into effect. Buying indiscriminately from the farmers will have to be changed for a new method which will take grade, dockage and mixtures into consideration. If a country dealer neglects to make this change in his buying practice he will lay himself open to severe losses when his wheat is finally docked and graded. ¶ Through the greater extent of the wheat growing territory the system of dockage will be a new departure. It can only be done by the use of certain utensils which most operators lack, so it behooves every dealer to provide himself with a wagon trier 50 inches long, a nest of sieves of the size and kind recommended by the Department of Agriculture, and an accurate small scale on which the percentage of the dockage in the sample can be ascertained. A moisture tester also should be a part of the equipment of every elevator, not that every load of grain should be tested, but that occasional tests may be made to find how the feel of the grain compares with the actual moisture contained. Grain dealers will have enough to contend with under Government regulation without running the risk of losses on dockage and grade.

ADVANCE IN FREIGHT RATES

THE hearings in the 15 per cent freight advance case were ended on June 12, and there is every reason to believe that an early decision will be handed down by the Commission giving a substantial increase. Shippers for the most part have been willing to concede an advance, but not a horizontal advance as is proposed. The chief argument voiced by the railroads for a percentage advance, is expediency. As R. Walten Moore, chief counsel for the Southern roads, told the Commission:

Rate relationships were never of less importance to the country than they are right now. The markets are taking everything that can be produced, and if there ever was a time when shippers could stand a horizontal increase it is this period of heavy demand, quick markets and high prices for their commodities.

¶ It is not true that rate relations were never of less importance than now. To upset the intermarket relationships in addition to the other problems the grain trade will have to face would be a real hardship, which would

increase as time went on. ¶ But we are getting used to hardships and will have to endure this along with the rest, in spite of its injustice. ¶ The important thing to bear in mind, however, is this: The rate increase is coming very soon and every contract should take into consideration the advance in rates. Provision should be made for the new rates if they become effective before time of delivery.

CROP REPORT FOR JUNE

SPRING wheat received its first notice in the Government report for June, and the 19,039,000 acres, started under excellent conditions, indicate a crop of 283,000,000 bushels, as against 158,142,000 bushels last year and 233,571,000 bushels, the 10-year average. Winter wheat prospects improved during May to an indicated yield of 373,000,000 bushels, or a total wheat crop of 656,000,000 bushels, compared with 640,000,000 last year and 806,000,000 bushels, the average from 1911 to 1915. In the winter wheat section 12,437,000 acres were abandoned, but have been planted in other grain. The areas in grain at present are announced as follows: Spring wheat, 19,039,000 acres; all wheat, 46,692,000; oats, 43,161,000; barley, 8,379,000. The forecast of the crops, in addition to wheat, are: Oats, 1,381,000,000; barley, 214,000,000; rye, 57,000,000; hay, tons, 102,000,000. These figures are based on the condition, which on June 1 was: Winter wheat, 70.9 per cent of normal; spring wheat, 91.6; all wheat, 78.5; oats, 88.8; barley, 89.3; hay, 85.1; pastures, 85.8.

THE ESCH BILL PASSES

THE Esch Bill, a result of conferences between state public utility commissioners, has passed both Houses of Congress and been signed by the President. It extends the powers of the Interstate Commerce Commission and at the same time gives them more instrumentalities to work with. Its chief virtue for grain dealers at this time is in the provision which empowers the Commission to regulate the movement of freight cars. ¶ If help were ever needed in this respect it is now. While some relief has been afforded from the extreme car stringency of early spring, there is still a great quantity of grain in country storage and there would be a great deal more if stock and gondola cars by the hundred had not been used to move it. With the new crop grain coming to market and elevators in many cases still full or partially filled with old crop, more than the usual number of cars will be required in the grain territory, and where are the cars to come from? ¶ The Railway Committee of the Council of National Defence, motivated by the most inspired patriotism, are still railroad men and when two necessary commodities are to be moved, would naturally choose the more lucrative, which is not grain. The Interstate Commerce Commission, on the other hand, in its new power, need only to be convinced that the interests of the country demand that grain shall get to the markets, and they are much more likely to order cars

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forthwith, without considerations of revenue. So we have hope that the Esch Bill will prove of benefit, and provide cars where now there are no cars in sight.

GOVERNMENT CONTROL OF WHEAT

WHILE the Food Control Bill, now being threshed over in committee for final action by Congress, undoubtedly gives the President almost unlimited power in the disposition of food products, there is every indication that Herbert C. Hoover, to whom this power will be delegated, does not intend to put into effect any more drastic measures than the situation demands. Mr. Hoover is a business man with a genius for organization. He does not pretend to know anything about grain, but he knows how to use men who do. ¶ The grain trade can take heart from the fact that Julius H. Barnes of New York and Duluth will be his right hand man in wheat matters. Mr. Barnes has the entire confidence of the trade and has given up his business to assist the Government in its grain problems. ¶ Mr. Hoover has made no formal announcement of his plans, but a tentative program, attributed to him, indicates that he will have a controlling body made up of experts in control of each product that will come under his department. He will coordinate the work of these various committees so that foodstuff of every kind will move from its production source to the final consumer with the least possible economic waste. ¶ As an example of how this will work out, he is said to propose an agreement on a price for wheat, based on a 10-year average price with allowance for increased productive cost, and simultaneously to determine a price for other cereals so as to prevent substitution. He will then arrange to loan money to elevator operators so that grain may be carried without risk of capital and without the necessity of hedging. The millers can then buy the wheat, paying the basic price together with the cost of storage, grading, handling, and transportation and a reasonable profit for the operator. The mills will be urged to make a straight flour at an agreed charge which will cover cost and profit. This, with wheat at \$1.50, would result in a price of flour to the consumer of \$6.50 to \$7 per barrel. ¶ Those who know Mr. Hoover seem to think that it will be his policy to use, so far as possible, all of the handling avenues through which grain is accustomed to move, but just how the plan will work out remains to be seen. ¶ The elimination of future trading in wheat, the temporary shut-down of the machinery of the grain exchanges, the drastic interruption of the normal avenues of trade are possible drastic steps the significance of which the grain trade is fully aware. Under the unprecedented conditions of the present the Government may decide that they are necessary, and if it does the grain trade will prove its loyalty by accepting the regulations that will be laid down and by coöordinating every effort in making them effective for the good of the nation. There will be no slackers in the grain trade.

"Come across or the Germans will."—Buy a bond.

Next to gold, wheat is the most liquid exchange among nations.

In a wet season the grain drier is like a life buoy to a submarine victim.

A Liberty Bond is like money in the bank. In addition, it is your ticket to the directors' table of U. S. & Co.

Our next grain crop promises to be worth more than three times as much as the Liberty Loan. And still we hang back.

Grade your grain as it comes in; guard your plant from fire and dynamite; get behind the Government and all will be well.

Next to Bill Hohenzollern we would hate most to be old John Barleycorn. We offer 1 to 20, any amount, on either or both.

Minnesota legislators are still fooling with state grain grades. Someone ought to tell them that Uncle Sam has attended to the matter.

The farmers who have been holding back wheat for \$3 or \$3.50 have let their big opportunity slip. It is not likely that such prices will be approached again.

California is looking for an \$8,000,000 rice crop this year. Rice has always been an alien among the cereals, but the time will come when it will receive its proper recognition.

Of the 2,800,000,000 bushels of corn grown in this country, only 459,000,000 bushels should leave the farm as grain. The rest should walk off as beef or pork, according to Dr. W. P. Cutler.

If the horizontal raise in rates goes into effect, a study of routing will pay. The inter-market balance is going to be upset in many cases, and every operator will want to know how to take advantage of the new rates.

Every state would confer a lasting blessing on elevator operators if they would put the adjustment of railroad land rentals in the hands of its Public Utilities Commission. At present the grain dealers are helpless under the railroad lease.

Among all the schemes proposed for increasing food production the most obvious and salutary has been totally neglected: Tax unused land so heavily that it will have to be planted to pay its way or sold to someone who will make use of it.

During the next year we will probably import considerable quantities of grain to take the place of shipments we make to Europe for immediate needs, beyond our total surplus. This movement will only be to facilitate international movement, although some economic alarmists

will try to tell us that our grain industry is threatened by foreigners.

In this lull before the new crop moves, every detail of elevator equipment should be inspected and put in order. Look to the rope drives and belting. They can be repaired now better than later when a string of farmers' wagons are waiting at the door.

Next to buying a bond, the best way to use \$50 or \$100 is to put it into the foundation of your scales. The foundation is the cause of 85 per cent of inaccurate weights, and a little extra money spent when the scales are installed is the best possible investment.

The Department of Agriculture in its economy tests has found 30 different breads that are cheaper than that made of pure white flour. In the interest of economy let us use them, but we hope nobody will lose the recipe for good, old white bread. We will want it again when the war is over.

The University of Minnesota has instituted a short course for bookkeepers and managers of grain elevators. There are too many elevator operators who do not know the difference between a balance sheet and a Sunday supplement. The course ought to have attention.

Grain houses in California have had a busy year. The crops last year were excellent for most grains, but on June 1 the stocks of all grain at Porta Costa were the lowest on record, and the carryover of barley for the entire state, according to the California Grain Company, is only 16,000 tons, the lowest it has been since 1909.

Because of the danger and seriousness of every grain loss, the elevators of the country are getting a more thorough inspection than they have ever received before. Fire losses are far too prevalent, and the movement toward prevention is one that should have the earnest support and co-operation of every manager. A fire loss now should bear the stigma of disgrace.

Depredation of rats on grain stores should not be allowed. Many grain stores have been held longer than usual both on farms and in country elevators, and this presence of food attracts vermin of all kinds and increases their propagation. Corn cribs, especially, are a source of danger of losses, and should be guarded. The recent experience of Australia with its plague of mice should be a warning to grain handlers here. We have no grain to spare for rat food.

When the locks in the Mississippi River, near Fort Snelling, are opened this month, grain will travel in ever increasing quantities by barge from Minneapolis to New Orleans. Two lines have been organized to handle this traffic with a combined capital of \$3,500,000. One line will operate between Minneapolis and St. Louis and the other from St. Louis to the Gulf. Every agency which will make for economy in handling grain will be rapidly developed in the near future, and there is nothing which shows greater results than inland water transportation.

B. C.
CHRISTOPHER, JR.
Kansas City.J. W. CRAVER
St. Joseph.

NEWS OF THE TERMINAL MARKETS

CONTRACT STOCKS LOW

The contract wheat stocks at Chicago, Ill., were practically exhausted at the middle of the current month, there being only 4,000 bushels in store, a decrease of 32,000 bushels. It is the first time in years that a clean up like the present has existed.

JULIUS BARNES APPOINTED

Julius Barnes of Duluth, Minn., one of the widely known grain men of the country, has been appointed grain distributor for the Government under H. C. Hoover. Mr. Barnes, like Mr. Hoover, will serve without salary and his choice is especially a fortunate one as he is particularly qualified for the place.

ELECTION AT NEW YORK

The annual election of officers on the New York Produce Exchange was held early in June. Richard A. Claybrook was chosen president; Edward Flash, Jr., vice-president, and Edw. E. Carhart, treasurer.

Managers for two years were elected as follows: L. W. Forbell, Lyndon Arnold, Edwin R. Freeman, Geo. W. Blanchard, J. Barstow Smull, and W. A. Johns.

CHANGE IN COMMISSION RATES

Effective June 1 the Peoria Board of Trade adopted the following commission charges for receiving, selling, accounting for or forwarding the following kinds of property: Rye, barley and ear corn, per bushel, 1 cent; wheat, when over \$1.50, per bushel, 1½ cents; wheat under \$1.50, 1 cent; corn, shelled, per bushel, ¾ cent; oats, ½ cent, kaffir corn, 2 cents per hundredweight.

SOUND ADVICE

Congress now talks of omitting the power to establish the maximum price on foodstuffs. Mistake. Some farmers are hogs. When wheat was \$3.50 they were holding for \$5. Bill permits farmers to hoard. That is another mistake. Treat all alike. Forget politics. Be patriotic. Establish maximum and minimum. Protect the farmers against peace prices for one year. Stimulate production.—C. A. King & Co., Toledo, Letter of June 12.

NO ONE NEED STARVE

"If the North American wheat crop is 900,000,000 bushels, a surplus of 250,000,000 bushels will exist. This can be supplemented by 100,000,000 bushels from Argentina, along with 60,000,000 bushels from Australia and India. The exporting world could count on 410,000,000 bushels wheat for 1917-18. The total world's surplus may be around 495,000,000 bushels. Requirements will depend on the use and supply of corn, oats and barley as food."—E. W. Wagner & Co., Chicago, late June letter.

GRAIN CONTROL AT FORT WORTH

The Fort Worth Grain Exchange has adopted an amendment to its constitution which provides for the appointment of a registrar or custodian who shall have direct control of all regular warehouses and elevators for storing grain in Fort Worth. Deputy custodians who are to be under the direction of this official will be selected and stationed at each warehouse. They will weigh all grain in and out at the regular warehouse. Each man will issue storage circulars showing all grain unloaded and arrange to have it amply covered by insurance

at all times. It is stated that the adoption of this method will enable the financing of the grain crops of north Texas and southern Oklahoma in Fort Worth.

MR. TOMPKINS HOME AGAIN

Frank B. Tompkins, who for nine and one-half years was chief inspector of grain at Peoria, Ill., and who, about six months ago went to Minneapolis, Minn., to assume the duties of Federal supervisor of grain returned to Peoria June 1, having accepted a call to his old position. Mr. Tompkins is regarded as one of the best of the chief inspectors of the country and he could not resist

wheat, and No. 3 red spring at a discount of 8 cents per bushel.

All the leading primary winter wheat markets, it is expected, will amend their rules accordingly.

NEW ILLINOIS GRAIN INSPECTOR

Walter E. Schmidt of South Chicago, Ill., was appointed the latter part of May to the position of chief grain inspector for the state of Illinois.

Mr. Schmidt succeeds I. P. Vincent of Ottawa, who was appointed by Governor Lowden early in May, but who died after having just taken over the offices at Chicago, from the former chief inspector, John P. Gibbons.

The selection of Mr. Schmidt was said to be the first substantial recognition that went to the Cook County organization under the new state administration.

MAXIMUM PRICE IS ABSOLUTE

The maximum prices fixed by the directors of the Chicago Board of Trade will be maximum in the full sense of the word. The maximum price covers all penalties in case of defaults and is absolute. In order to make this plain to the trade the directors adopted the following resolution June 13:

Resolved, that in all cases where the Board of Directors have established a maximum price, members shall not be permitted to enter into contracts in the open market at a higher price than the maximum thus established; and no settlement of defaulted contracts will be sanctioned, permitted or recognized at a higher price than the maximum price thus established.

Any member entering into contracts in violation of the foregoing shall be deemed guilty of a grave offense against the good name of the association.

CHANGES IN MEMBERSHIP

Baltimore.—G. Frederick Earle was admitted to membership in the Chamber of Commerce. Reported by Secretary Jas. B. Hessong.

Duluth.—New members admitted to the Board of Trade are: E. H. Conkey, Frank H. Higgins and F. P. Houghton. The following have withdrawn their memberships in that organization: J. F. Cargill, Leo. L. Teske and Kenneth A. Scott. Reported by Secretary Chas. F. McDonald.

Chicago.—New members on the Board of Trade are: Jas. F. B. Robinson, DeForest Hulburd and Chas. M. Finney. The memberships of the following have been transferred: Axel Hansen, Oscar T. Hulburd and Jno. J. Murphy. Reported by Secretary J. C. F. Merrill.

Milwaukee.—The following were recently elected to membership in the Chamber of Commerce: Hubert Karl, Jr., Alphonse Pierre, Melvin H. Ladd, Herman F. Franke, Jr., and Robert Degentesh, Memberships of the Estate of A. J. W. Pierce, deceased, Moses Rothschild, Wm. Degentesh, Fred T. Murphy, Julius Velser and Henry Wissbeck have been transferred. Reported by Secretary H. A. Plumb.

Pittsburgh.—A. F. Fischer, with M. C. Peters Mill Company and Geo. H. Herb of Herb Bros. & Martin have been granted memberships in the Grain & Hay Exchange. Reported by Superintendent C. G. Burson.

San Francisco.—Memberships in the Grain Trade Association were granted to T. D. Stevenson and C. W. Doane. Reported by Secretary D. Belknap.



FRANK B. TOMPKINS

COARSE GRAINS

The trading in corn is very large and we consider it somewhat of a two-sided market. With clear warm weather we should have a good setback. Profits should be taken on the bulges. There will be good opportunities from time to time to trade on either side. Cash situation remains firm.

Sentiment in oats continues very bearish due to the most favorable crop reports constantly coming in. The bears take every opportunity to depress prices and we believe they are selling scenery. After the early break on strength in corn this market made a good advance, but did not retain it. Government report in detail shows that in some of the larger oat states disappointing estimated crop and smaller acreage than expected. Oats are too cheap compared with other grains to get very bearish on them at this level. Buy them on the weak places.—James E. Bennett & Co., Chicago, Letter of June 12.

HOW MANY DO YOU KNOW?

A great many things can happen in the space of 15 years. It is of sufficient length of duration for your friends to borrow from you innumerable \$10 bills which they forget to return, the girl baby to get married whom you thought would never grow up, and your boy go to war. There is time for very many favorable events, such as the passing

tions. Without mentioning any names, we see E. L. Southworth, lil' ol' E. L., who now sees the "boys" operating a whole store of foot gear which he started on a shoe string; there's Frank I. King before he commenced receiving those bouquets which "taste like candy," on our Boy Solomon's market letter. We can pick out very easily F. O. Paddock, who brought to Toledo part of the "noise" from Illinois; and F. J. Reynolds, then a prominent factor in the grain trade at Toledo and Eastern markets. Secretary A. J. Gassaway has a commanding position on the right flank and—but we fear to win the straw hat.

CANADA ADOPTS SYSTEM FOR MARKETING CROPS

The Canadian Government late in May adopted a working agreement for marketing the 1917 wheat crop and all future crops for the duration of the war. The Winnipeg Grain Exchange will operate as usual with close supervision of trading so as to entirely eliminate the speculative element and trading will be continued to as near a normal basis as possible. The existing machinery of the exchanges, which has successfully handled the marketing of crops in the past, will be kept in operation.

The grain marketing system of the Dominion will be under the control of the Government, under which will work a commission consisting of 10

CELEBRATES GOLDEN WEDDING ANNIVERSARY

Capt. I. P. Rumsey, head of Rumsey & Co. of the Chicago Board of Trade, celebrated his golden wedding anniversary June 11, at the Evergreens, the family home in Lake Forest, surrounded by his five children and 14 grandchildren. Mr. and Mrs. Rumsey entertained at a reception from 4 to 7 o'clock and were the recipients of countless congratulations from friends and an enormous number of yellow roses. Capt. Rumsey is 81 years of age. He was married June 12, 1867, to Miss Minnie M. Axtell of Batavia, N. Y. Their five children are: Mrs. Juliet Stroh, wife of Prof. Grant Stroh, of Carroll College; Mrs. W. A. Holt of Oconto, Wis.; Henry Axtell Rumsey, who is associated with his father in the grain business; Miss Minnie May Rumsey and Wallace Donaldson Rumsey.

Capt. Rumsey served three years in Battery 3, First Illinois Light Artillery. He is the oldest active member of the Chicago Board of Trade and is the only one whose membership antedates the Civil War.

TERMINAL NOTES

B. P. Munson has succeeded Cassidy & Munson, grain and stock brokers of Minneapolis, Minn.

E. W. Wagner & Co. of Chicago have purchased the business and good will of Rensdorf, Lyon & Co. of New York City. It is said that this is the first



A GROUP PICTURE OF MEMBERS OF THE TOLEDO PRODUCE EXCHANGE TAKEN 15 YEARS AGO

of a mother-in-law, 4d cars at the marked down price of \$1.69 and the old cobalt mining stock, taken on a bad debt, go to par.

These changes come to our remembrance at the sight of an old letter, a photograph, or a group picture such as was published by Southworth & Company of Toledo early in June in their *Weekly Market Review*. Perhaps Kent Keilholtz desired to show the Government that he was still willing to take chances as he offered (subject, no doubt, to cancellation on strikes, riots or acts of Providence) to give a new straw hat to any who could name correctly all the traders represented in the photograph.

We are not after the straw hat, wearing, in these stressful times of lofty prices, all our haberdashery of last season, but we could mention, if we would, a few of the top liners down among the front sec-

members representing the various interests affected by the trade. These are Dr. William Magill of Winnipeg, chairman; T. A. Crerar, president of the Grain Growers' Grain Company of Winnipeg; J. G. Gage, president of the Winnipeg Grain Exchange. The remaining members are made up of representatives of the grain and milling interests of Canada and of the Imperial Purchasing Commission.

The Quaker Oats Company has made arrangements to make improvements in its buildings and machinery at Cedar Rapids, Iowa, that will cost approximately \$1,000,000. The milling capacity of oats, corn and feed will be greatly enlarged and the storage capacity will be increased to more than 4,000,000 bushels. A feature will be the erection of a flour mill to have a capacity of 5,000 barrels daily.

time in the history of the New York Produce Exchange that one member house has sold its business to another.

The members of the Chicago Board of Trade have subscribed over \$5,000,000 to the Liberty Loan.

The Manitoba Grain Company, Ltd., of Winnipeg, Manitoba, has been incorporated with a capital stock of \$50,000.

Arthur Hawn was recently appointed supervising inspector of the Illinois State Grain Inspection Department.

Walter C. Poehler has succeeded A. W. Withrow in the management of Poehler Company's office at Duluth, Minn.

Philip Orth, Jr., of the wholesale grain, feed and flour firm of Philip Orth & Co., Milwaukee, Wis.,

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was married May 30 to Miss Irene Gibson of Milwaukee.

Members of the St. Joseph Grain Exchange, St. Joseph, Mo., subscribed for approximately \$30,000 of Liberty Loan Bonds.

Ralph H. Brown has been admitted to partnership in the grain and hay firm of Henry W. Brown & Co., of Cincinnati, Ohio.

The Armour Grain Company will add to its facilities at Milwaukee, Wis., a new warehouse and increase its grain storage.

A new grain firm has been organized at Winnipeg, Manitoba, known as the Terminal Grain Company, Ltd. Capital stock is \$100,000.

J. Morris Jones has opened an office in the Mitchell Building, Colusa, Cal., and will engage in the grain commission business.

A. E. Reynolds of Crawfordsville, Ind., has been named by Governor J. P. Goodrich of Indiana a member of the Board of National Defense.

D. E. Austin, a member of the Grain and Hay Exchange of Pittsburgh, Pa., has retired from the grain business to engage in farming near Pittsburgh.

The Duluth Board of Trade, Duluth, Minn., subscribed \$20,000 to the Liberty Loan Bonds and the Duluth Board of Trade Clearing Association \$60,000.

The Armour Grain Company of Chicago, Ill., took \$250,000 worth of Liberty Loan Bonds. This did not include subscriptions from other Armour interests.

The Philadelphia Bourse, Philadelphia, Pa., has arranged a plan whereby the 100 employes of the Bourse may purchase Liberty Bonds on easy installments.

Walter P. Bishop, president of the E. P. Bacon Company, of Milwaukee, Wis., was recently re-elected first vice-president of the City Club of Milwaukee.

A marked decline has been shown recently in the price of Chicago Board of Trade memberships, a sale having been made early in June at \$4,000 net to the buyer.

A new grain firm has been organized at Buffalo, N. Y., known as the Anderson Grain Company. The incorporators are H. G. and W. A. Anderson, and capital stock is \$10,000.

Southworth & Co., of Toledo, have published for free distribution to the grain trade a handy booklet covering the official grain standards of the United States for corn and wheat.

Benjamin Wess, president of the B. H. Wess Grain Company, Cincinnati, Ohio, has accepted the mayoralty nomination of St. Bernard, a suburb of Cincinnati in which he resides.

Frank Annin, president of W. H. Morehouse & Co., and J. A. Smith, vice-president of S. W. Flower Seed Company, spent the early part of June in Northern Michigan on a fishing trip.

Henry T. Goemann of Mansfield, Ohio, has outlined a scheme to relieve the car shortage situation the details of which are in the hands of Daniel Willard, chairman of the railroad committee of National Defense.

E. Milton Crowe, of Piqua, Ohio, who opened an office at Buffalo, N. Y., June 1, to carry on a general grain commission business, continues his office at Piqua with C. W. Hahn in charge.

Two cargoes of Canadian wheat arrived for Rosenbaum Bros., of Chicago, early in June. The first cargo inspected 50 per cent No. 1 hard and the remainder No. 1 Northern spring.

W. B. Embry, of Buffalo, N. Y., has left the Erie Railroad Company, in whose employ he has been for the past 30 years, to take a position in the traffic department of the Globe Elevator Company.

C. E. Porter, formerly with the Baker Mill & Grain Company, of Baker, Ore., and the Portland Flour Mills Company, of Portland, has been appointed chief grain inspector for the state of Oregon.

The J. Rosenbaum Grain Company of Chicago has had printed in a convenient pocket size, President Wilson's message on Foreign Relations de-

livered at the joint session of Congress April 2, 1917.

Harris, Winthrop & Co. of Chicago have had posted on the envelope lately, which carries their market letter, a red, white and blue slip bearing the words "Buy a Liberty Loan Bond."

The Roberts Grain Company of Memphis, Tenn., was recently incorporated with capital stock of \$10,000, by A. C. and L. E. Roberts, B. H. Williamson, E. H. Mallory, and E. H. Jordan.

Wallace M. Bell, Lyman G. Bourne and Secretary Harry A. Plumb of the Milwaukee Chamber of Commerce were appointed a committee by President Ladish to promote the sale of Liberty Bonds on the easy payment plan.

James A. Patten, the well-known Chicago grain merchant, was recently elected president of the Board of Trustees of Northwestern University at Evanston, Ill. Mr. Patten has taken an interest in the affairs of the University for very many years.

Articles of incorporation have been filed by the Jos. S. Geisel Grain Company of Kansas City, Mo. The capital stock is \$16,000 and incorporators are Jos. S. Geisel, Robt. Valier, Louis A. and Charles E. Valier, and Dwight D. Currie.

President Geo. S. Carkener of the Kansas City Board of Trade appointed John I. Glover, H. T. Hall, E. D. Fisher, H. J. Difffenbaugh and B. F. Hargis a committee to solicit subscriptions to the Liberty Loan from members.

Merrill, Lynch & Co., stock and grain firm of New York, N. Y., have established a branch office at Chicago, Ill., under the management of Ainslie J. Bell, formerly with Babcock, Rushton & Co. The office is located at 105 So. La Salle Street.

The Armour Grain Company, with head office in Chicago, Ill., has qualified to do business in Indiana, with capitalization of \$25,000 for that branch of the business. Horace Cowen, of Merom, Ind., has charge of the company's affairs in the state.

Simons, Day & Co. of Chicago, Ill., have opened offices in room 306 Palace Theater Building, Rockford, Ill., with C. E. Phelps as manager, and in the H. & W. Building at Sterling, Ill., with John H. Johnson and Charles D. Anderson in charge.

Henry L. Goemann, head of the Goemann Grain Company of Mansfield, Ohio, is prominently spoken of for member of the Interstate Commerce Commission. There are few in the grain trade more thoroughly familiar with grain rates or their making.

J. L. Neil has succeeded Sherman Draper as manager of the Portland office of M. H. Houser, large grain exporter of Spokane, Wash. Mr. Draper resigned the position on account of ill health and expects, after a thorough rest, to re-engage in the grain business.

A committee has been appointed on the Cincinnati Hay and Grain Exchange to co-operate with committees from grain exchanges of the country in the aid of national defense. It is composed of E. A. Fitzgerald, C. S. Custer, H. E. Richter, H. Lee Early and August Ferger.

L. E. Banta has been appointed traffic manager of the Indianapolis Board of Trade to fill the vacancy caused by the resignation of R. R. Hargis, who has gone with Wilson & Co. of Chicago. Mr. Banta has been the assistant traffic manager for the past 18 months.

At its recent annual meeting the Receivers Association of Milwaukee, Wis., elected the following officers: Hugo Stolley, president; John V. Lauer, vice-president; Ed. H. Heimke, secretary and treasurer. Directors: A. L. Johnston, J. J. Crandall, Wm. Eiteneier, and A. L. Flanigan.

E. J. Northam, a member of the Chicago Board of Trade, in business at Cedar Rapids, Iowa, was suspended indefinitely from membership by the Board of Directors recently. The cause for the suspension was failure to appear before the committee to answer charges filed against him.

The Aylsworth Grain Company has succeeded the old firm of Aylsworth-Neal-Tomlin Grain Company at Kansas City, Mo. G. A. Aylsworth is president of the company; Frank S. Cowgill of Bartlett, Frazier

Company, of Chicago, is vice-president; A. R. Aylsworth, secretary, and Tracy L. Cockle, treasurer.

Geo. E. Booth, of the cash grain department of Lamson Bros. & Co. of Chicago was married last month to Miss Anne Lowe of No. 1822 Washington Boulevard, Chicago. After the honeymoon which is being spent in the East Mr. and Mrs. Booth will be at home in Buena Park in the lake shore district.

The Baltimore Pearl Hominy Company of Baltimore, Md., proprietor of the Seaboard Corn Mills of Baltimore, and member of the Baltimore Chamber of Commerce, has been conducting a very extensive Eastern advertising campaign with the object of promoting the use of white cornmeal as a mixture for white flour for making cheaper bread.

The Board of Directors of the Chicago Board of Trade recently adopted the following resolution: Resolved that on and after June 6, 1916, until further notice, members of this Board in making contracts for the purchase or for the sale by grade alone of corn to be delivered in store, either for immediate or future delivery, shall not, in entering into such contracts, exceed the price of \$1.65 per bushel.

Jim McIntosh Adam, son of J. M. Adam of the cash grain department of Rosenbaum Brothers of Chicago, Ill., has been for six weeks at Port Royal, S. C., with the United States Marines. He writes his father that the work of the soldier, although hard at first, was in the highest degree healthful, beneficial and interesting, and that he was associated with as fine a lot of men, both officers and common soldiers, as one could find anywhere. With armies made up of men like young Adam, the United States cannot fail to win the war.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of May, 1917:

BUFFALO—Reported by secretary of the Chamber of Commerce:

	Receipts	Shipments	(Canal)
Wheat, bus..	25,612,926	29,205,650	47,400 135,200
Corn, bus....	321,160	159,759	.....
Oats, bus....	8,232,165	8,213,050	..... 80,000
Barley, bus..	1,678,392	725,597	18,950 138,350
Rye, bus....	90,000	47,000	.....
Flax s'd, bus.	1,159,569	.....	.....
Flour, bbls...	488,970	414,012	.....

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts	Shipments	
Wheat, bus..	2,131,689	5,165,982	2,932,734 5,645,936
Corn, bus....	909,267	2,715,629	1,059,337 3,081,127
Oats, bus....	2,932,486	5,981,045	995,277 5,023,474
Barley, bus..	9,683	367,514	155,832 430,284
Rye, bus....	874,383	1,044,583	1,137,035 1,458,735
Hay, tons....	6,673	4,123	1,520 829
Flour, bbls...	240,382	193,243	..... 202,652

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade:

	Receipts	Shipments	
Wheat, bus..	3,939,000	3,738,000	2,879,000
Corn, bus....	5,060,000	7,210,000	3,029,000 5,422,000
Oats, bus....	8,596,000	17,351,000	10,321,000 12,533,000
Barley, bus..	990,000	1,922,000	542,000 1,037,000
Rye, bus....	323,000	237,000	462,000 247,000
Timothy seed, lbs....	2,442,000	1,039,000	2,288,000 1,212,000
Clover seed, lbs....	393,000	294,000	583,000 415,000
Other grass seed, lbs....	1,981,000	1,211,000	1,210,000 1,604,000
Flax s'd, bus.	290,000	204,000	..... 8,000
Broom corn, lbs....	89,000	529,000	447,000 1,498,000
Hay, tons....	20,973	20,561	8,003 4,236
Flour, bbls...	872,000	606,000	756,000 561,000

CINCINNATI—Reported by W. C. Culkins, executive secretary of the Chamber of Commerce:

	Receipts	Shipments	
Wheat, bus..	330,847	329,637	284,546 196,765
Corn, bus....	791,600	679,881	512,200 277,687
Oats, bus....	489,641	775,482	394,051 761,520
Barley, bus..	54,450	33,205	24,744 4,008
Rye, bus....	19,717	25,400	37,926 17,948
Timothy seed, lbs....	436	357	1,904 1,734
Clover seed, lbs....	228	164	1,552 1,154
Other grass seed, lbs....	6,483	4,337	7,949 4,129
Flax s'd, bus.	165	1	7 6
Broom corn, lbs....	16,560	114,823	7,370 200
Hay, tons....	41,938	8,480	30,265 6,492
Flour, bbls...	150,341	1,154,473	1,390,032 98,653

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

	Receipts	Shipments	
Wheat, bus..	326,000	347,000	59,000 165,000
Corn, bus....	136,000	351,000	63,000 299,000
Oats, bus....	426,000	471,000	36,000 108,00

THE AMERICAN ELEVATOR AND GRAIN TRADE

CLEVELAND—Reported by D. F. Hurd, traffic commissioner of the Chamber of Commerce:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, { Lake bus., { Rail	234,376	217,000	17,874	100,443
Corn, bus., { Rail	162,735	186,770	595,288	153,688
Oats, bus., Rail	393,843	595,288	160,686	100,500
Barley, bus., { Rail	21,186	.....	.....	42,731
Rye, { Lake bus., { Rail	18,071	110,000	.....	3,699
Hay, tons, { Rail	2,516	2,085	1,777	90
Flour, bbls., { Rail	71,185	42,545	22,796	9,983

DULUTH—Reported by Chas. F. McDonald, secretary of the Board of Trade:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	3,260,291	1,720,726	10,319,998	7,019,729
Corn, bus...	.....	.....	1,417	.....
Oats, bus...	422,050	390,154	3,131,183	847,794
Barley, bus...	301,770	255,638	1,565,008	845,421
Rye, bus...	42,424	71,590	176,408	47,267
Flax s'd, bus.	515,559	44,642	1,251,592	438,582

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	3,132,000	4,969,350	3,921,750	2,971,350
Corn, bus...	1,486,250	1,841,250	938,750	3,535,000
Oats, bus...	722,500	214,200	1,116,000	351,000
Barley, bus...	16,500	141,000	22,100	191,900
Rye, bus...	11,000	7,700	28,600	28,600
Kaffir Corn, bus...	38,500	624,800	48,000	542,000
Flax s'd, bus.	1,100	.....	.....	1,000
Bran Corn, lbs.	3,320	2,700	15,700	13,960
Hay, tons	22,164	39,684	7,176	9,048
Flour, bbls...	22,750	27,250	219,500	204,750

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	892,500	213,150	855,754	205,651
Corn, bus...	830,800	373,800	783,359	861,874
Oats, bus...	1,393,600	3,655,360	1,817,551	5,771,355
Barley, bus...	983,100	1,181,140	274,058	420,595
Rye, bus...	65,695	168,400	107,910	227,305
Timothy seed, lbs.	293,110	.....	568,256	400,188
Clover seed, lbs.	422,017	1,388	21,800	42,700
Flax s'd, bus.	99,996	24,700	.....	1,300
Hay, tons	1,404	1,892	245	1,728
Flour, bbls...	168,200	118,140	89,810	171,138

MINNEAPOLIS—Reported by E. P. Kehoe, statistician of the Chamber of Commerce:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	7,489,790	7,539,260	5,238,740	2,029,810
Corn, bus...	440,820	238,060	519,040	303,950
Oats, bus...	951,500	2,212,630	2,863,110	4,343,030
Barley, bus...	843,840	1,983,420	1,617,710	1,961,320
Rye, bus...	232,000	186,950	298,170	165,150
Flax s'd, bus.	263,000	440,250	122,160	25,540
Hay, tons	1,925	4,046	277	126
Flour, bbls...	108,735	63,231	1,711,638	1,419,021

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	12,560,800	.....	8,158,479	.....
Corn, bus...	829,600	.....	1,575,631	.....
Oats, bus...	6,926,000	.....	4,982,707	.....
Barley, bus...	321,850	.....	847,483	.....
Rye, bus...	207,500	.....	187,926	.....
Timothy seed, lbs.	1,681	.....	.....	.....
Flax s'd, bus.	280,000	.....	.....	4,601 bales
Hay, tons	17,273	.....	.....	.....
Flour, bbls...	781,919	.....	448,391	.....

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	299,400	189,600	248,700	189,300
Corn, bus...	2,139,800	1,931,050	696,800	698,445
Oats, bus...	1,034,900	924,400	863,950	988,500
Barley, bus...	234,900	236,600	51,800	63,800
Rye, bus...	12,000	48,000	12,000	22,800
Mill Feed, tons	7,460	5,960	15,311	18,313
Seeds, lbs...	90,000	60,000	.....	.....
Broom corn, lbs.	30,000	150,000	30,000	225,000
Hay, tons	2,650	2,960	230	1,430
Flour, bbls...	133,600	171,400	108,411	169,435

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

	Receipts	Shipments	Receipts	Shipments
	1917	1916	1917	1916
Wheat, bus...	3,113,326	4,809,269	3,948,333	4,002,993
Corn, bus...	188,551	470,416	49,748	402,852
Oats, bus...	1,564,314	1,117,636	552,256	421,153
Barley, bus...	7,321	120,380	.....	.....
Rye, bus...	56,697	8,454	63,024	.....
Timothy seed, bags	1,300	170	.....	.....
Clover seed, bags	.....	250	.....	.....
Flax s'd, bus.	15,000	150,555	.....	.....
Hay, tons	6,841	8,085	.....	.....
Flour, bbls...	164,784	162,337	123,617

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

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June 15, 1917

NEWS LETTERS

TOLEDO

C. E. BRYANT - CORRESPONDENT

THIS city has been chosen by the Ohio Grain Dealers' Association for its 37th annual convention on June 26 and 27. An attendance of between 250 and 300 is expected. Chairman Harry De Vore, of the Entertainment Committee of Toledo Produce Exchange, has announced the tentative program, which includes a seven miles' ride along the shores of Lake Erie, to Toledo Beach, on the afternoon of the 26th, where six o'clock dinner will be served. All of the concessions at the beach will be free to the visiting members.

On the morning of the 27th, the ladies will be taken on a sightseeing trip of the city, stopping at the Country Club for luncheon. F. O. Paddock has been chosen to make the address of welcome, and H. I. Shepherd, vice-president of the Ohio Savings Bank and Trust Company, has also been invited to speak.

* * *

E. W. Wagner & Co. are installing their private wire on 'Change floor, succeeding A. O. Slaughter & Co., who withdrew last week. Although Wagner & Co. have maintained an office in this city for a number of years they have endeavored for some time to secure space on the local floor, but owing to a Board rule, which prohibited more than four private wires, they were obliged to await their turn. M. W. Murphy will be in charge of the new wire.

* * *

Quite a number of Toledo dealers have signified their intention of attending the convention of the American Seed Trade Association at Detroit on June 19-21. Included in the list are: John A. Smith, Chas. S. Burge, Frank W. Annin, Radford L. Burge, Geo. A. Kreagloch, John W. Luscombe of Southworth & Co., Fred W. Jaeger and W. W. Cummings of J. F. Zahm & Co., M. L. Bamer, and W. T. Phillips.

* * *

John G. Steuer, local representative for Harris, Winthrop & Co., is a full-fledged city farmer. About a year ago Steuer moved out to West Toledo, and to prove his ability as a farmer, he sports a different flower in his lapel each morning. Friends say his only difficulty lies in the fact that the streets are not paved out there and Jack is obliged to wear rubber boots, which he leaves at the corner drug store. His efforts to have the streets paved and other improvements made for the betterment of the community have caused him to be called the "Mayor of West Toledo."

Jack has been a grain broker on the local floor for the past ten years, and previous to that time was operator and later manager for the Western Union for 25 consecutive years. He is one of the live wires on 'Change and among the most popular.

* * *

R. C. Mill, assistant Federal grain supervisor in this district, has been assigned to temporary duty in the Bureau of Markets at Washington, D. C. Mr. Mill expects to be absent two months.

* * *

As an incentive for greater corn production in Ohio, the extension service of Ohio State University has introduced a 10-acre corn contest for men. Farmers and farm owners will be enrolled up to June 15 in the competition for the grand championship. The winner in each of the four districts will be awarded a championship cup and the winner in each county will receive a gold medal. In addition, those producing 100 bushels an acre on their tract

will be elected to membership in "The 100-Bushel Corn Club of Ohio." The work of enrolling is in charge of W. E. Hanger, of Ohio State University.

* * *

A maximum price of \$1.68 for corn was established by the directors of the Produce Exchange, on June 6, following the action of the Chicago Board of Trade of June 4, fixing a maximum in that market of \$1.65.

* * *

The binder twine sisal of Yucatan, Mexico, holds an important position in the war with Germany, declared Fred C. King, of C. A. King & Co. Mr. King says that through the cornering of the sisal of Yucatan, a blow could be struck every grain binder in the United States and Canada, as it would be impossible to market our grain crops without binder twine, and, since Manila twine is out of the market because of the demand for cordage, the entire supply of binder twine sisal must come from Yucatan.

* * *

"Wheat and oats never looked better in Ohio, and corn is just beginning to come through the ground," declared W. W. Cummings, of J. F. Zahm & Co., who returned last week from a week's vacation in eastern Ohio. Mr. Cummings says that although clover seed is looking fine the acreage is extremely light.

* * *

E. W. Randal, miller of Tekonsha, Mich., and P. W. Davis, manager of the Gilboa Grain Company, Gilboa, Ohio, visited with J. F. Zahm & Co., on 'Change last week.

* * *

The condition of the wheat crop in this state has steadily improved since the arrival of spring, as shown by the Ohio state crop report issued June 6. The report shows a condition of 88 per cent June 1, as compared with 80 per cent on April 1 and 83 per cent on May 1. Prospects indicate a total production of 21,203,000 bushels, which is 8,367,000 bushels below the 10-year average.

ST. JOSEPH

ALLAN T. WEST - CORRESPONDENT

THE receipts at this market were materially cut down this week by the abnormal rains. Most of the railroads in the surrounding territory have had severe washouts and all the small streams are out of their banks, making the roads impassable. The bottom lands immediately across the river from St. Joseph are now flooded and much damage will be done to the growing crops.

* * *

The St. Joseph Grain Exchange has adopted new commission rules in line with other markets.

* * *

C. A. Addington of the Elwood Grain Company represented the local Exchange at the hearing in Washington on the proposed 15 per cent rate increase.

* * *

The convention of the Kansas Grain Dealers' Association in Kansas City on May 29, 30 and 31 was well attended by the dealers of St. Joseph.

* * *

F. G. Endleman, the new buyer for the Larrabee Mill has arrived in St. Joseph and is making arrangements to handle the new crop.

* * *

A recent visitor was W. E. Harris of Baltimore, Md.

* * *

Twenty-seven thousand dollars' worth of Liberty

Bonds were subscribed by members of this exchange and their employees.

* * *

R. R. Clark of the Aunt Jemima Mills Company recently returned from a long business trip in the East.

* * *

F. R. Warrick, Jr., has been transferred from Fort Sam Houston to the Mexican border. He is in the Quartermaster's Department.

* * *

Lester Fiedeler of the Marshall Hall Grain Company is spending a two weeks' vacation at his home in St. Louis.

BUFFALO

ELMER M. HILL - CORRESPONDENT

EXTENSIVE improvements are being made along the waterfront. Elevator interests have invested millions in new grain storage structures and with the completion of the Erie basin next spring, the port of Buffalo will have the finest equipment for the rapid elevation and re-shipment of grain of any harbor in the world. Despite the shortage of freight cars during the opening weeks of navigation, there was practically no delay in handling the tens of millions of bushels of grain which arrived from ports on Lake Michigan and Lake Superior.

Officials of the New York State Barge Canal have assured Buffalo grain shippers that the enlarged state waterway between Buffalo and tidewater will be ready for use with the opening of navigation next year so that there will be absolutely no future possibility of a congestion of grain at elevators along the waterfront. Fleets of barge canal steamers are now being built for use on the enlarged waterway and millions of bushels of grain now shipped via rail every week to New York and other seaboard ports can be sent forward in large fleets of steam barges.

Grain shippers are exceedingly optimistic over the possibilities of the enlarged barge canal, especially in connection with the Great Lakes grain movement. Lack of adequate elevator facilities at Port Colborne, Ont., has made Buffalo an important receiving port for a large part of Canada's grain and there is a general feeling in grain circles that with the completion of the new canal, Buffalo will play a still greater part in handling Canada's crop movements.

Speaking at a recent meeting of Buffalo grain men, Frank M. Williams, state engineer, who is superintending the general construction of the enlarged canal, said that with the completion of the canal, grain can be moved to New York quicker by canal than by rail, assuming normal transportation conditions are in effect throughout. He declared that the average speed of loaded railroad cars is 100 miles per day while a steam-propelled barge over the new canal would make the trip between Buffalo and New York in 85 hours or at a rate of approximately 140 miles per day. Mr. Williams also called attention to the lower freight rate via the all-water route.

The greatest difficulty in the handling of grain at Buffalo during the rush season in spring and fall is securing sufficient freight cars to keep the grain moving. Local elevators are equipped to unload almost 3,000,000 bushels every twenty-four hours, but with all houses working at their utmost capacity, the storage bins are quickly filled. It is pointed out by members of elevating associations that if half of the grain could be loaded direct into cars or canal boats, there would never be congestion.

The Erie Canal appears to grain men to be the solution of the problem so that all shippers have high hopes of making Buffalo world-famous as a rapid-dispatch port as soon as the steam-propelled barges are put in commission over the enlarged state waterway.

* * *

Buffalo grain and elevating interests have never

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been so aroused over a forthcoming event as they are over the annual convention of the Grain Dealers' National Association which will be held here from September 24-26. Special committees have been appointed to handle various details of entertainment and business sides of the convention and while none of the big entertainment features have been allowed to leak out, Fred Pond, secretary of the Buffalo Corn Exchange, says they will certainly eclipse anything the grain merchants have yet enjoyed. One feature of the entertainment program will be a tour of the waterfront and an inspection of Buffalo's newest grain elevators, which have been the means of revolutionizing the elevation of grain during the rush seasons. A Niagara Falls trip will also probably be on the program.

* * *

Owing to the rush of grain since the opening weeks of navigation, grain scoopers have been working almost continuously. There has always been a rule of the scoopers' organization not to allow new members to join their craft but to keep the organization like a closed corporation. But the men have been kept so busy they have decided to take in some new scoopers and when this announcement was made there was a great rush for membership. Everyone along the waterfront knows the fabulous wages which are being paid to the scoopers and this shining mark was like a magnet. Scoopers have been earning almost \$100 a week and some weeks the men at the large houses received as high as \$175 and \$200 for seven days' work. The men have been granted a 25 per cent wage increase and this also proved a big incentive for the prospective members. At the annual meeting of the scoopers, Simon P. O'Brien was re-elected president and Edward Smith, vice-president. B. Connor, who for 21 years has been secretary of the union, has retired.

* * *

In an opinion handed down by Federal Judge Hazel in the Western District of New York, it is held that the grain congestion in the winter of 1915-16 prevented the speedy unloading of the steamer *Edwin S. Holmes*. The court dismissed the libel filed by the Acme Transit Company, owners of the vessel, against 133,000 bushels of wheat that composed the cargo of the ship. The transit company asked for almost \$2,000 for delay in unloading the ship. The court recalls that when the *Holmes* arrived in port there were about 9,500,000 bushels of grain in 39 vessels in the harbor. The *Holmes* had to wait until most of these ships were unloaded and was in port until January 6, 1916. A scarcity of cars and ocean transports caused the congestion. The court held that the elevators were unable to unload the ship.

* * *

Despite the late opening of the season of navigation, Buffalo elevators have unloaded from vessels up to and including May 31, a total of 44,190,336 bushels of grain. This is less than 1,500,000 under the record of last year with its early opening of navigation. According to conservative figures the grain fleet lost not less than three weeks this spring, figuring the late opening and delays caused by ice. Figures for the first 10 days of June indicate that last year's movement has already been exceeded by a small margin.

* * *

Owing to the peculiar construction of the steamer *Robert L. Barnes*, which arrived in Buffalo early in the month with a cargo of grain, much difficulty was experienced in unloading her. The Mutual Elevator had a try at the job upon her arrival but was unable to get the legs in properly and the vessel was shifted to the Kellogg Elevator. The *Barnes* is a new steel steamer of full canal-size and is on her first trip. She was built under the supervision of Alex McDougal, who invented McDougal's whaleback freighters away back in the eighties.

* * *

There is now pending before Governor Whitman, a bill advocated by the barge canal interests with the support of grain shippers, requiring interchange of freight between railroads of the state and water carriers operating over the new barge canal. It would require railroads operating in the barge

canal zone to establish physical connections with the canal terminals, joint through rates and acceptance of interchange traffic. It would also give the Public Service Commission of the state jurisdiction over rates and traffic between the roads and the barge canal and also the matter of connections. The state has appropriated more than \$20,000,000 for terminals at Buffalo, North Tonawanda, Rochester and other points. Grain shippers and others declare that freight interchange would increase the usefulness of the canal, particularly at a time when rail carriers are taxed to their utmost in the movement of munitions, foodstuffs, etc.

* * *

After 35 years' service with the Erie Railroad as lake freight agent at Buffalo, N. B. Embry has resigned to accept a position with the traffic department of the Globe Elevator Company. Mr. Embry was formerly agent for the Union Steamboat Line, which was later known as the Erie Railroad Lake Line, operating a fleet of grain carriers and packet freighters on the Great Lakes.

* * *

When a car of wheat arrived at New York from the Wheeler Elevator in Buffalo on June 9, the body of a man was found buried in the grain. Police are trying to identify the body by papers which were found in his pockets but little has been learned. Officials of the Wheeler Elevator are at a loss to account for the manner in which the man got into the car after it was loaded and sealed. They believe he was a tramp who crawled into the car while it was being loaded or was asleep when the car arrived at the elevator.

DULUTH
S. J. SCHULTE - CORRESPONDENT

MOST probably Julius H. Barnes of the Barnes-Ames Company will be placed in control of the grain section of the proposed Federal Control Commission should the Food Control Bill now before Congress become law. On account of his long experience in the grain trade and the wide swath he has cut in it, Mr. Barnes has been definitely named by H. C. Hoover as his choice for the Commission.

Since the war began Mr. Barnes' wide and expert knowledge of the grain business and the exporting branch in particular, has brought him into prominence. Shortly after the outbreak of the war, he was appointed chairman of the Export Committee by the grain interests and he has since made his temporary home in New York City. Recently he has been chairman of the committee appointed by the grain exchanges whose province it is to offer suggestions to the National Council of Defense.

In the event of Mr. Barnes assuming the position for which he is said to be slated, he will be compelled to make a heavy personal sacrifice in disassociating himself from the grain house of which he is now the head. It is generally understood among his business associates that in the event of his accepting the suggested appointment, he will not permit himself to be in the dual position of a grain dealer and a controller of grain exportation and conservation of its use. It is intimated that the Barnes-Ames Company would clean up the business on its books and suspend trade until such time as Mr. Barnes is released from his official duties.

* * *

Members of the grain trade at this point have been interested in the recent announcement that the erection of the proposed 3,500,000-bushel addition to the Great Northern Elevator has been deferred for the present season though the contract has been awarded to the Barnett & Record Company. "Prices of materials had risen to such a point, and the grain trade appeared to be so unsettled on account of war conditions, that it was deemed advisable to hold the project over," said Charles F. Haley of A. D. Thomson & Co., leasees of the system.

This decision was received with some concern in grain trade circles, as it is realized that the elevator facilities at this point are likely to prove inadequate in the event of large yields of grain being harvested in the Northwest this season as now appears probable. The elevator capacity at Duluth and Superior is however 2,750,000 bushels greater than it was in 1915 when a record wheat crop was marketed. Since then the capacity of the Consolidated Elevator has been increased by 1,000,000 bushels, and the Capitol Elevator Company has placed its new addition of 1,750,000 bushels in operation. That house recently passed inspection and was declared regular by the Duluth Board of Trade.

* * *

More changes have come about in the State Grain Inspection Department at Duluth. E. H. Conkey, assistant deputy state grain inspector, who had been connected with the department for a considerable period, has resigned to accept a position with the Hallet & Carey Company at Duluth. He was recently elected a member of the Duluth Board of Trade, the seat standing in the name of the late J. F. Cargill having been transferred to him.

* * *

There are at present four vacancies in the Duluth State Grain Inspection Department, and it is expected that appointments to the positions will be made within a few days. Under the new Federal grain standardization system it is estimated that a larger staff will be required at the office here to take care of the increased detail work involved in the handling of inspections and tracing the grain through its subsequent merchandising course. A Federal supervisor under the Grain Standards Act has not as yet been appointed at Duluth, though an office was opened and a stenographer engaged several months ago. So far there has been no work to call for the attention of an official, as the Federal inspection of spring wheat will not begin until August 1 and the new season's crop will not start to move until September. Announcement regarding the appointment of a supervisor is looked for shortly.

* * *

Members of the Duluth Board of Trade were interested in the recent announcement that John D. Shanahan, formerly of the Shanahan Grain Company, has accepted a position in the cash grain department of A. D. Thomson & Co. Through his several years' connection with the Federal Grain Standardization Office at Washington and later with Spencer Kellogg & Son, Mr. Shanahan is widely known in grain trade circles. That A. D. Thomson & Co. are looking forward to a heavy grain trade next fall is to be judged by Mr. Shanahan's move coming so soon after the engagement of H. E. Emerson, late chief Minnesota state grain inspector, by that house.

* * *

Walter C. Poehler and Frank H. Higgins, have been elected members of the Board of Trade. The seat of A. W. Withrow has been transferred to the former and that of Leo J. Geske to the latter.

* * *

The probability now is that wheat supplies in Duluth elevators will be cleaned up within about another two weeks more. Wheat stocks here are now down to less than 2,000,000 bushels, and supplies of all grains to approximately 4,000,000 bushels. A substantial movement is looked for during the coming week, vessel space having been chartered. Of the 4,000,000 bushels stores in hand, 1,500,000 bushels is held by the Consolidated, 1,000,000 bushels by the Great Northern and 500,000 bushels by the Globe Elevator. The bulk of the grain in the Consolidated's houses is bonded wheat and oats, all of which has been ordered for delivery at Buffalo as soon as vessel space is available.

* * *

With the present stocks of wheat shipped out millers at the Head of the Lakes will be compelled to look to Canadian imports of lower grade wheat to supplement receipts from Minnesota, North Dakota and Montana points during the next two months. With the scramble on for remaining grain supplies in farmers' hands, Duluth operators have

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been unable to attract any substantial movement this way in competition with Minneapolis millers, who have of late been paying up to 60 cents over the July price for No. 1 Northern wheat.

* * *

A Credit Clearing Department has been established by the Board of Trade with W. C. Johnson as manager. The move was decided upon as a corrective against abuses that in the past have resulted in losses to members. It has transpired that outside grain operators had in some cases been in the habit of carrying trades with different firms and thus obtaining more credit than was warranted by their financial ratings. That contingency is guarded against in the future through its being stipulated in the rules of the Credit Clearing Department that every member of the Duluth Board of Trade must file with the manager of that Department every Monday morning, a report giving the name of every person, firm or corporation, not a member of the Board or of any other grain exchange, with whom at the close of business on Saturday of the week previous he had open trades in grain or flaxseed, either for immediate or future delivery, and a ledger balance including bills receivable of \$500 or more, the report to indicate whether the balance is a debit or credit one. The manager of the Duluth Clearing Department has the authority to exchange the information thus received from members for similar information furnished by members of the Minneapolis Chamber of Commerce.

CINCINNATI
K. C. CRAIN - CORRESPONDENT

AS ONE of the means by which to aid in the conduct of the war, especially with reference to the important matter of conserving the food supply, the Board of Directors of the Grain and Hay Exchange of the Cincinnati Chamber of Commerce has appointed the following committee to represent the Exchange on the Committee of Grain Exchanges in Aid of National Defense: E. A. Fitzgerald, C. S. Custer, H. E. Richter, August Ferger and H. Lee Early. The committee will co-operate with the national committee at its Washington headquarters.

* * *

The Grain and Hay Exchange has already taken energetic steps to "do its bit" in directions where its work will do the most good. Recently, for example, it mailed out 20,000 circulars, covering a wide territory in Ohio, Indiana, Illinois, Kentucky and West Virginia, to farmers on the mailing-lists of members of the Exchange, urging the maximum production of grain and forage crops this year. Special attention was directed to the possibilities of soy beans, and detailed instructions were given for the handling of the crop. The Exchange has also been a heavy subscriber to the Liberty Loan, both as a body and through individual members.

* * *

The annual assault on winter headgear was duly conducted on the trading-floor of the grain and hay exchange, on May 17, in spite of the fact that the weather was far from conducive to the wearing of straw hats. With the zestful co-operation of the members, who enjoy nothing more than a rough-house such as accompanies the smashing of derbies, flat men descended on the floor, and when they left there was not a whole winter hat left, the victims perforce investing in summer straws.

* * *

A progressive step of considerable importance to the Cincinnati grain trade and shippers to this market was taken when the Exchange, at its recent monthly business meeting, decided to make the experiment of issuing for a period of 60 days a universal daily price-current, with official market quotations from all grain, hay and provision markets, to be sent to about 3,000 shippers in the Cincinnati territory. If the move proves successful,

as it seems certain to be, the publication will be made permanent. According to many grain men, this has been the one thing lacking to make the Cincinnati market all that could be desired from the shipper's standpoint, and the decision was hailed with acclaim by members of the Exchange.

* * *

Extremely rainy weather prevailing all through the latter part of May and the first half of June, with consequent high water in streams, which overflowed their banks and invaded cultivated land, has to some extent injured prospects of the greatest corn crop Ohio has ever had, this being especially true in the southern part of the state, in the vicinity of Cincinnati. Figures compiled over Ohio show that 3,909 farms show a total acreage in corn of 106,365, as against a 1916 acreage of 87,205, the high price of the cereal operating as a powerful inducement to farmers to make their crop this year as large as possible. Some damage has been done by the high water, but in many cases replanting will repair the harm, while it is not thought that on the whole the loss will be sufficient to reduce materially the total.

* * *

Involuntary bankruptcy proceedings have been filed in the United States District Court at Cincinnati against the Barbeau Grain Hulling Machine Company, of Dayton, Ohio, by several Cincinnati concerns, who set up claims of over \$2,000, and allege that the Barbeau company is insolvent. Adjudication in bankruptcy has been duly made, and the company's affairs will be handled accordingly. A receivership was instituted in December, 1916, and this was the act of bankruptcy which brought about the proceedings in the Federal court.

* * *

The report issued by the Ohio Board of Agriculture on June 4, dealing with the condition of the crops, indicated an average of 88 per cent, as against 80 per cent in April, and as compared with 68 per cent at the corresponding date of last year. The wheat acreage reported is 1,570,640, which, if it produces the expected average of 16.5 bushels, will mean a crop of 21,203,000 bushels for Ohio; and while this is considerably short of the 10-year average, by 8,367,000 bushels, to be exact, it is considered on the whole a satisfactory prospect. Oats are estimated at 86 per cent, with a probable crop of 40,879,000, while rye is an 88 per cent prospect, and barley about the same.

* * *

Many farmers are following a suggestion of the Ohio Experiment Station to the effect that spring fertilization of wheat is an excellent means of increasing the crop. Treatment of wheat fields not fertilized in the fall with 200 pounds of acid phosphate and 50 pounds of nitrate per acre was recommended by the Station, and excellent results promised.

* * *

The Marwin Feed Company has been incorporated at Marion, Ohio, with a capital stock of \$30,000, by J. E. Oliphant, Laura Orrison, J. G. Seiter, J. M. Strelite and Fred E. Cuthery.

* * *

The Canton Feed & Milling Company, of Canton, Ohio, is carrying out ambitious plans for covering the country around Canton within a radius of 40 miles with elevators to handle grain direct from growers. Plants are completed at Atwater and Roostown, one is under construction at Maxim, and sites have been secured at Hartville, Robertsburg and Homeworth on which elevators will be built at once. Wheat production in the vicinity of the towns mentioned, and others where the company will build elevators, runs from 15,000 to 40,000 bushels a year.

* * *

The Ohio authorities, both in the Attorney General's office and the State Fire Marshall's office, have been taking energetic action in connection with the relatively numerous grain-elevator fires which have been experienced in Ohio during the past few months. The number of these fires has been so large, as compared with ordinary times, that incendiaryism is the only possible conclusion,

and some effort is being made to connect the various fires and to trace those guilty of starting them. Several arrests have been made, it is reported.

* * *

What is believed to have been an attempt to blow up the grain storage tanks of the Harter Milling Company, at Fostoria, Ohio, was recently frustrated by a night watchman, who detected three men near one of the tanks at night and called on them to halt. He was answered by a volley of shots, and replied with his revolver. All three men escaped.

NEW YORK
C. K. TRAFTON - CORRESPONDENT

SEVERAL days were recently spent on the Produce Exchange by Walter Beavan, manager on the Chicago Board of Trade for the big commission house of Lamson Bros. & Co. As usual, he received a decidedly cordial welcome from his many old friends and associates. When asked for his opinion regarding the establishment of maximum prices for wheat and the various other restrictions to trading he stated that the new regulations had both good and bad features. He is particularly opposed to the stringent limitations put on buying of wheat futures, believing that these will militate seriously against millers. Of course, there are many mills situated close to the wheat fields that are able to secure their supplies at little cost above the price of the grain. On the other hand, the mills in the larger cities who can only sell their output in advance are in an extremely bad predicament because of their inability to buy futures. This deprives them of the most logical means of insurance against loss in case the market goes against them. Hence it would be dangerous for them to make contracts to deliver flour several months hence at prices based on the current quotations for wheat. The suspension of trading in futures as "hedges" against forward sales or purchases of grain is quite likely to prove a serious obstacle to the satisfactory marketing of the new crop by individual merchants or firms.

* * *

Benjamin Block of Block, Maloney & Co., commission merchants of the Chicago Board of Trade, has been elected to membership in the New York Produce Exchange, where his firm established a branch office several months ago.

* * *

John T. Schenck, formerly connected with the Chicago commission firm of Thomson & McKinnon, has left New York and enrolled in the Officers' Reserve Corps of the U. S. Army at Plattsburg, N. Y. Mr. Schenck came to this city several months ago and became a member of the New York Produce Exchange, when the branch office of his firm was established.

* * *

Herbert L. Bodman is another young member of the grain trade who gave up his business to join the Reserve Corps at Plattsburg. Mr. Bodman, who is a son of the late Edward C. Bodman, was connected with his father's firm, the old grain house of Milmine, Bodman & Co. Since its organization a few months ago he had acted as Major of the New York Produce Exchange Unit of the Home Defense League, which made such a good showing under his leadership in the big Police Parade of May 5th.

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In response to a petition signed by many members of the N. Y. Produce Exchange, the Board of Managers announced the appointment of the following special committee: George A. Zabriskie, chairman; Wm. C. Mott, Wm. Beatty, Robert E. Annin, Walter Moore, W. J. Hudson, P. S. Arthur, Wm. A. Johns. This committee was empowered to collect funds and arrange for the purchase and

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equipment of an ambulance to be sent to France as the gift of the members and to be known as the New York Produce Exchange Ambulance. The committee lost no time and soon reported that the necessary \$2,500 had been secured and that the ambulance would very soon be started on its way to the front.

* * *

Wm. H. Kemp of the old grain firm of Milmine, Bodman & Co., who has just completed his term as president of the New York Produce Exchange, was recently invited to attend a special meeting in the room of the board of managers. He found there a large gathering of his friends in the grain and other trades who had conspired to present him with a token of their appreciation and esteem. This was in the form of a handsome hand-hammered silver service of eight pieces, suitably engraved. President E. R. Carhart made the presentation speech in his well-known genial and graceful style and Mr. Kemp responded with a few brief words of appreciation.

* * *

Members of the Produce Exchange, particularly in the grain trade, recently extended a hearty welcome to Paul H. Vilmar upon his reappearance on the floor early this month. Mr. Vilmar has been a prominent member of the export trade for many years, lately as head of the export department of the large grain house of James Carruthers & Co., Ltd. Since the beginning of the war Mr. Vilmar has been forced to work extra hard and had found it necessary to take a vacation of two months. It is expected that he will shortly be back in harness as his health is now greatly improved.

* * *

Wm. M. Stilwell, for many years active in the local grain market, was a visitor recently on the Produce Exchange floor, and was cordially welcomed by his many old friends and associates. Mr. Stilwell left this city several years ago to engage in the grain brokerage business in Winnipeg, but as there is practically nothing doing there at present he decided to spend a vacation in the East. He is a son of the late Wm. M. Stilwell of Stilwell, Winslow & Co., once a prominent grain commission house in this city.

* * *

Charles Leopold has severed his connection with the Grain Inspection Department of the Produce Exchange to become vice-president and treasurer of the old firm of Shaw & Truesdell, elevator owners, grain and feed dealers in Brooklyn, N. Y. Because of his youthful appearance and energetic bearing his many friends in the grain trade were surprised to learn that he had been identified with the Inspection Department since 1880, becoming chief clerk in 1887. He has been succeeded by Ed. C. Wiemann, who has been with the department for 19 years.

* * *

The Produce Exchange Unit of the Home Defense League is thriving vigorously and making excellent progress in drilling. It is now equipped with the regulation Springfield rifles. Many of the members have been giving valuable service as auxiliary members of the police force, helping the regular officers in conducting the draft registration, as well as in the subsequent state military census. However, it has not been entirely a case of "all work and no play." The members of Company A were delightfully entertained at the Travers Island house of the New York Athletic Club and also at the country home of George A. Zabriskie, the popular Pillsbury flour man, who is a member of the company, as well as chairman of the Home Defense Committee. Archibald Montgomery, an old and popular member of the grain trade, acted as host for Company C at the country house of the Crescent A. C. at Bay Ridge.

* * *

J. Livingston of Strauss & Co., San Francisco, dealers in grain, especially barley, was on 'Change for a short time recently, having come East to visit the firm's Eastern branch, which has found it necessary to move into more commodious quarters.

* * *

Announcement was recently made on the Produce Exchange to the effect that E. W. Wagner & Co.,

the big commission house of Chicago and New York, had bought the entire brokerage business formerly conducted by Renskorf, Lyon & Co. The latter firm has been dissolved, but the members will, it is reported, continue in business with E. W. Wagner & Co.

* * *

The following applications for membership have been received by the Board of Managers of the Produce Exchange: Edward A. Cudahy, Cudahy Packing Company, Chicago; Charles F. Watt, the Wheat Export Company, Inc., which has charge of the grain buying for the British Royal Food Commission.

* * *

The Board has admitted the following applicants to membership: Harry G. Gere of the H. G. Gere, local grain, hay and feed dealers; Walter G. Straub of N. V. Van Waverens Graanhandel, grain exporters.

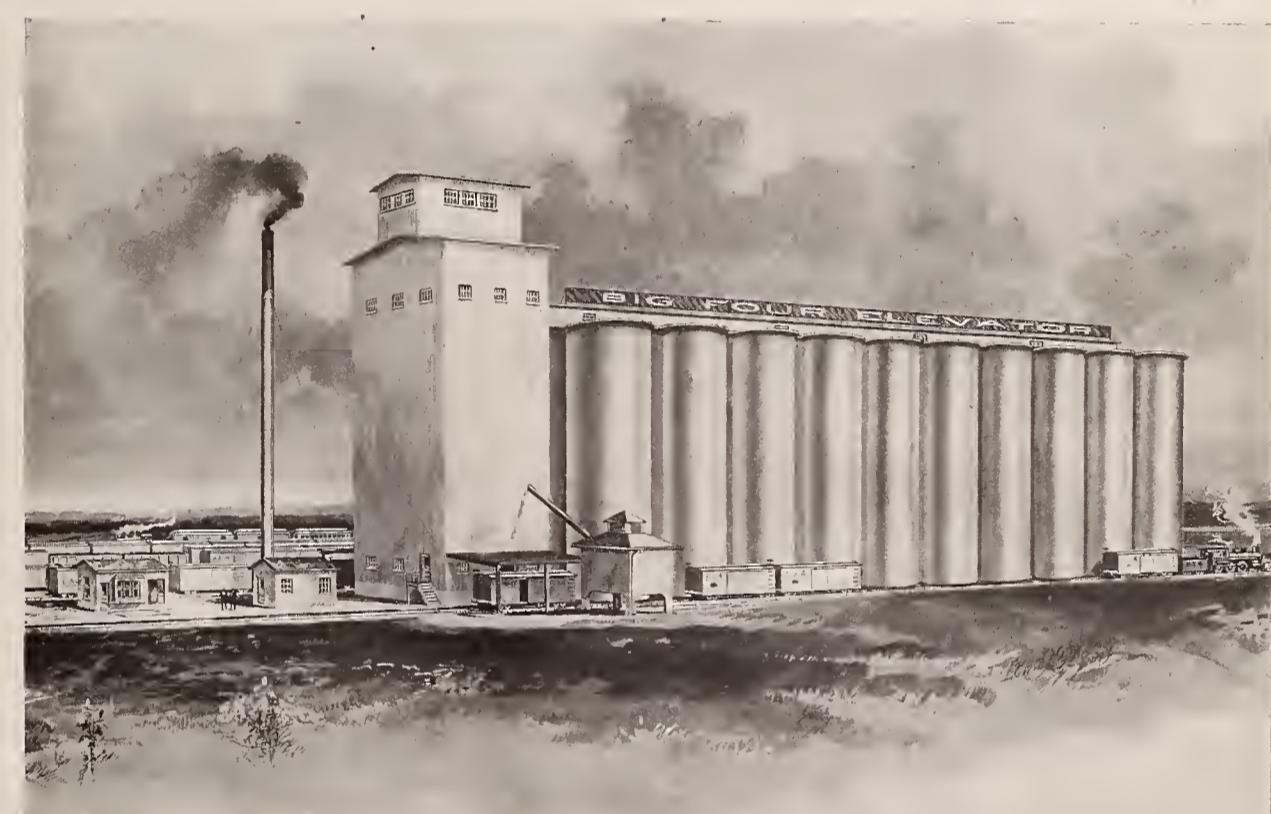
* * *

The following members of the Chicago grain trade were among the recent visitors on the Produce Exchange: George E. Marcy of the Armour Grain Company, G. W. Beavan of Lamson Bros. & Co.,



THE work of erecting the 29 concrete grain storage tanks, with a capacity of 50,000 bushels, is being pushed rapidly at the Big Four Elevator in Sherman Drive on the Big Four tracks. H. E. Kinney and Leroy Urmston, heads of the grain companies that bear their names, and who are associated in the construction of the elevator, say that they have saved many thousands of dollars by letting their contracts when they did and planning to get the elevator into operation at such a strategic moment. Were they to let the contracts today, it would cost at least \$25,000 more than the figures which they actually will pay. So much for their foresight.

The tanks now being erected will cost \$100,000 and with a similar unit contemplated for next year,



THE 500,000-BUSHEL BIG FOUR ELEVATOR NOW UNDER CONSTRUCTION AT INDIANAPOLIS, IND.

C. B. Pierce of Bartlett, Frazier & Co., Howard Jackson of Jackson Bros., E. F. Rosenbaum of the J. Rosenbaum Grain Company, W. P. Anderson of W. P. Anderson & Co., F. W. Donaldson of E. W. Wagner & Co., Charles H. Gibson, and Henry B. Slaughter.

* * *

Members of the New York Produce Exchange, and particularly in the grain and feed trade, were pained and shocked recently to hear of the sudden death of their old friend and associate, P. H. Van Wagoner, aged 82 years. Notwithstanding his advanced years, Mr. Van Wagoner had been seen on 'Change nearly every day almost up to the time of his death, and therefore his passing away was entirely unexpected. Mr. Van Wagoner was a man of surprising strength and vigor for his years, and, in fact, was generally considered a much younger man by strangers than he actually was. He had been identified with the grain, feed, and grain products business for over 60 years and had established a record for integrity and fair dealings.

* * *

The death was announced on the Produce Exchange recently of Luther W. Bodman, aged 74 years. Mr. Bodman was not actively engaged in business, although for many years he had been head of the Chicago branch of the old grain firm of Milmine, Bodman & Co. He was a brother of Edward C. Bodman, senior partner of the firm for many years, who passed away in January of the present year at the age of 76 years.

* * *

and the \$50,000 elevator workhouse already in operation, will represent a total investment of \$250,000.

The elevating capacity will be 16,000 bushels an hour, the drying capacity 16,000 bushels a day and the transferring facilities 50 cars a day. The transferring scheme is provided by two large hopper scales, four large legs, with a capacity of 4,000 bushels each an hour, which are on sides of the house, carrying grain directly through the hopper scales and back to the cars on the same side, or to the opposite side of the house, and unloading or loading from either side. Independent legs of 8,000 bushels an hour for carrying grain to and from the storage tanks are also provided. Separate blast fans and suction fans will take care of the cooling end insuring absolute regularity in moisture control when the grain is released from the cooling bins.

The 29 tanks are each 80 feet high. The workhouse, which is of concrete construction, uses electric power throughout. The company has acquired several additional acres of land to provide space for increasing plant when necessary.

The drying and cleaning equipment was furnished by the Invincible Grain Cleaner Company of Silver Creek, N. Y. The elevator was designed by the Reliance Construction Company of Indianapolis, which firm also constructed the working house, which has been in operation since last fall.

* * *

The grain crops of southwestern Indiana have suffered considerably during June from excessive rains

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and high waters, which have been especially destructive to corn. It is hoped, however, that the farmers will have time to replant the washed out corn and that the excessive rains are about over. The weather bureau in Indianapolis shows that the rainfall in southwestern Indiana has been heavier than in any year since it began to keep records for that part of the state, nine years ago. In the rest of the state, however, the rain for the month has not been abnormal. The northern counties have had comparatively little rain and the wheat crop in general shows better prospects than it did two months ago.

* * *

The importance of the grain industry in Indiana has been fittingly recognized by Governor Goodrich in the creation of the State Council of Defense. A. E. Reynolds, of the firm of Crabbs-Reynolds-Taylor of Crawfordsville, is the member who can speak for the grain men.

* * *

The Elevator Realty Company, of Indianapolis, has redeemed \$13,000 of its preferred stock and has increased its capital stock by \$98,000, making the total capitalization \$110,000.

* * *

Every grain elevator and flour mill in the state of Indiana is to be inspected at once by some of 250 fire insurance inspectors, with the authority of the state fire marshal and the State Council of Defense. This is part of the Defense Council's plan to guard every industry having to do with the production and distribution of the state's immense food stocks. H. H. Friedley, the state fire marshal, has announced that persons owning the buildings inspected will be required to make all changes and improvements deemed necessary to insure adequate protection from fire. This step is being taken with the thorough co-operation of the grain and insurance men of the state.

* * *

Hershman & Son's grain elevator at Tipton was broken into recently by burglars, who carried away a large quantity of flour but found the strong box of the safe empty.

* * *

The National Entire Wheat Bread Company has been formed at Connersville, Ind., by Edward P. Hawkins, Alfred H. McFarlan, J. E. Allport, Thomas C. Bryson and Charles C. Hull. The company, which is incorporated at \$20,000, plans in the course of its business to run grain elevators and probably a flour mill.

* * *

An indication of the firm belief of Governor James P. Goodrich of Indiana, among others, that business will continue to be flourishing with the grain men is the increase in capitalization of Goodrich Bros. Hay & Grain Company, of Winchester, Ind., to \$300,000, an additional issue of \$100,000 preferred stock having been decided on.

* * *

J. W. Britten, a miller at Spencer, Ind., was among those to give important evidence to the state public utility commission in its investigation of the coal and car shortage which has called for the combined action of state and Federal authorities and in which every grain man in the state is vitally concerned. Mr. Britten reported that four cars loaded with coal stood on a siding by his mill from last December until some time in March, while a string of cars stood on a siding in a nearby town long enough for a robin to hatch some eggs and for the young birds to fly away.

* * *

Recent incorporations in the grain industry include:

Reagan Grain Company, Reagan, Ind., capital \$15,000; directors, Francis A. Strange, Edwood Coffing, Richard Reagan, Hiram S. Irwin and William B. Kraemer, Jr.

Welborn Grain Company, Welborn's Switch, Ind.; capital \$3,000; directors, S. G. Aldrich, John T. Aldrich, James Bundy, Frank N. Weir, William C. Allen.

Bloomfield Mill and Elevator Company, Bloomfield, Ind.; capital \$10,000; directors, Robert F. Parson, Charles F. Engle, James M. Vest.

MILWAUKEE
C. O. SKINROOD - CORRESPONDENT

THE Chamber of Commerce, always known for its patriotic activities, has maintained that reputation in the last few days by the determined activities of a committee promoting the sales of Liberty Bonds among all the members of the Chamber and particularly their employes.

A committee composed of Wallace M. Bell, Lyman G. Bourne and Secretary H. A. Plumb have been busy canvassing all of the members of the Chamber for their subscriptions, and many have been obtained. It is believed that the grain men were more thoroughly canvassed than any other interest in the city in order to stimulate Liberty Bond sales to the utmost. The total sales of the Chamber were in the neighborhood of \$150,000.

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In order to promote registration as far as possible, the Chamber of Commerce voted to close on June 5. A committee was also named to do whatever could be done to promote the patriotic character of the day and bring out its national significance.

* * *

Grain receipts at Milwaukee have been running larger than a year ago for the most part early in June, total offerings per week being almost 700 cars, compared with less than 500 cars a year ago and about 450 cars two years ago. Price declines have been running from 7 to 10 cents per bushel in wheat, also several cents in barley, rye and oats. This is in sympathy with the decline in grains at all other markets. There is an excellent demand for grain reported at the declining prices. Since the declines some sharp rallies have appeared in wheat, corn and the other grains as well.

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The June rate of interest on advances has been determined by the Finance Committee of the Chamber of Commerce at 6 per cent.

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George A. Schroeder, traffic expert of the Chamber, says after a visit to Washington and interviews with the leading rate authorities, that it is quite likely that the 15 per cent freight raise will be granted to the railroads of the country. Milwaukee shippers have been taking a very keen interest in this subject.

After testifying before the Commission, Mr. Schroeder states that he thinks that the railroads in their contention for higher rates really have proved their case. Mr. Schroeder says there seems to have been little opposition to the raise on the part of the business men of the country, their principal concern being that the proper balance in freight rates be maintained between the different cities and the various competing interests.

"Unless the intrastate freight rates are advanced on the same basis and to the extent of interstate rates, the carefully worked out system of freight differentials will be destroyed," said Mr. Schroeder. "Under this system the shipping centers of the country are placed on an approximate level with regard to freight advantages and penalties and unless provision is made by the Interstate Commerce Commission for preserving the parity in rates, much harm will result."

"As representative of the Milwaukee Chamber of Commerce, I showed that the Milwaukee grain market and other markets will be upset with the removals of differentials. We are only interested in seeing that competitive grain markets gain no advantage over the Milwaukee market by the freight changes and the local Chamber of Commerce therefore did not oppose this freight increase. I believe that when the commission grants the 15 per cent raise, it will also ask the railroads to restore the differential system within 60 days and will ask that railroad commissions of the various states advance the intrastate rates so that they rest on a parity with interstate rates."

Frank Barry, traffic secretary of the Merchants' and Manufacturers' Association, declared that the demands of the railroads for higher rates are not backed up by definite operating figures and that in all probability the roads will not be granted the 15 per cent freight raise demanded. Mr. Barry also attended the hearings before the interstate commerce commission and also the executive committee of the National Industrial League. Mr. Barry states that the cross examination of the representatives of the principal railroads before the commission indicated that figures were based largely on estimated and probabilities which would be hard to justify on the basis of actual facts. Mr. Barry also asserted that the hearings proved that large investments and surplus funds had come from earnings.

The particular thing of importance that has been accomplished according to Mr. Barry is the organization of the shippers in all parts of the country in such a way that they can make their opposition effective to all rate increases from time to time if they are not based on actual and fundamental needs of the railroads. He stated that there will be a central organization at Washington and there will be sectional and local branches which will ramify to every corner of the country. He maintains that Milwaukee shippers should take an important part in the deliberations of this body.

* * *

A significant agricultural conference was held in Milwaukee under the auspices of the Merchants' and Manufacturers' Association in which representative farmers, members of the faculty of the college of agriculture and merchants and grain men took part. The best plan of increasing yields and promoting the larger supply of livestock was considered and some comprehensive resolutions were passed which were circulated in all parts of the state. These resolutions suggest that undue profits of middlemen be discouraged; that all tracts of idle land be taken into cultivation; and that some form of enlistment or conscription for public service on farms be required, so that the farm production during the war may be maintained at the maximum.

* * *

The Council of Defense of Wisconsin has done a number of things to increase the production of the state in the way of foodstuffs. Special efforts have been made to provide seeds for farmers, like potatoes, grass seeds, wheat and other grains. A definite movement is on foot to get Wisconsin into line as a larger wheat producing state than it has been. Two decades ago Wisconsin was a part of the great Northwest wheat belt. Now the state is almost negligible as a wheat producer. Determined attempts are also being made by the college of agriculture under the direction of the state council of defense to reduce the damage to grains and all farm plants from diseases. Colored posters in large type have been posted in all parts of the state calling attention to the best and most scientific methods of eradicating the various plant diseases.

* * *

Milwaukee is apparently the fourth largest grain center in the United States judging from figures that have been compiled by the secretary, H. A. Plumb. The total number of bushels of all kinds of grain received at Milwaukee last year was 86,522,000 bushels. As an oats, barley and rye distributing point, Milwaukee ranked third last year.

The total number of bushels of grains handled in Milwaukee last year were 8,705,000 bushels of wheat, the city ranking seventh in market importance. Total receipts of corn were 11,610,000 bushels, making the chamber seventh in the country in importance in this field. The total receipts of oats here were 40,134,000 bushels, making the city the third largest in the country. The trade in barley for 1916 totalled 22,402,000 bushels, which makes Milwaukee rank third as a barley center. Total receipts of rye were 3,669,000 bushels, so that the city ranks third in rye.

These figures indicate that almost half of all the grain that came to Milwaukee last year was oats. About one-fourth of all the grain that came in was barley. About one-eighth of all the grain offered was corn.

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Chicago, according to this report, ranks first in grain receipts with a total for 1916 of 378,000,000 bushels. Minneapolis stood second with 208,000,000 bushels. Kansas City is third with 110,000,000 bushels. Milwaukee, with 86,000,000 bushels, is the fourth largest grain receiving center in the country.

* * *

The Receivers' Association of the Chamber of Commerce of Milwaukee at its annual meeting elected the following officers: President, Hugo M. Stolley; vice-president, John V. Lauer; secretary-treasurer, Edward H. Hiemke; directors, A. L. Johnstone, J. J. Crandall, William Eiteneier and A. L. Flanagan.

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The Milwaukee Chamber of Commerce has taken \$25,000 of its surplus funds and placed them in Liberty Bonds. This is in addition to subscriptions by members as corporations, or as individuals.

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The Board of Directors put into effect the same maximum prices on grains for future delivery as were promulgated by the Board of Trade at Chicago. The price of corn was recently fixed at \$1.65 maximum until further notice. Privileges in May corn and May oats were made null and void and the sellers of the same were ordered to refund the money to the purchasers.

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An item of great interest to Milwaukee shippers was that closing rail freight sheds, for receipts of less than carload freight, at 4 p. m. The boat line closing hour was made 5 p. m.

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The Chamber of Commerce went on record as favoring the daylight saving plan which was promulgated by the Chamber of Commerce of the United States.

* * *

The crop report for Wisconsin as compiled by the state and Federal authorities shows that the farmers of the state have increased the acreage of practically all crops. The area of spring wheat has gained about 33 per cent. Thousands of farmers in all parts of the state, who have not grown wheat for years, are sowing small patches this season, in many cases not more than an acre or two. Meadows and pasture land have been utilized in many cases to place a larger area at the disposal of field crops. Scarcity of labor has been the chief factor in the state which has prevented the full increase in crop areas.

In the newer sections of the state, land has been cleared with all possible speed to give more room for grains. The acreage of oats in the state, it is estimated, has increased about 1 per cent. According to the best figures the area of barley in the state has been increased about 3 per cent.

The condition of all the spring sown crops in this state is declared to be backward, due to the cold, wet spring. In some localities it has been too dry. Conditions on the whole, however, are quite promising and a little more warm weather is expected to bring out everything in good shape. On some of the heavier soils it has been necessary to replant corn because it would not germinate.

The condition of the oat crop is fixed at 89 per cent of the normal, compared with 93 per cent on June 1 of a year ago. This figure would suggest a state crop of something like 76,000,000 bushels, compared with 81,000,000 bushels a year ago.

Barley conditions are also placed at 89 per cent of normal, compared with 94 per cent a year ago. This would indicate a yield of more than 17,000,000 bushels compared with over 18,000 bushels a year ago. On some of the heavy clay soils of eastern Wisconsin, the stand of barley and oats is thin because a hard crust formed after the early spring rains.

The condition of winter wheat in Wisconsin is reported much better than usual with a showing of 87 per cent of normal, compared to 75 per cent on June 1 a year ago. Winter wheat and winter rye came through the winter with very little killing. Winter rye condition is placed at 92 per cent, compared with 79 per cent a year ago. This suggests an excellent crop of rye. Estimates are made that the rye yield on the basis of the present showing

should be in excess of 7,000,000 bushels, compared with 6,000,000 bushels a year ago. Winter wheat yield of the state is also placed considerably higher than a year ago.

Wisconsin prices are considerably better than a year ago. The average rate for wheat on the farm June 1 is placed at \$2.40 a bushel, compared with \$1.03 a year ago. The average price of corn for the state is placed at \$1.49, compared with 76 cents a year ago. The average farm price for oats in the state is placed at 70 cents, compared to 44 cents a year ago. The average Wisconsin price of hay June 1 is fixed at \$14.50 a ton, compared with \$13.10 a year ago.

* * *

Robert G. Bell, the first member of the Chamber of Commerce to join the officers' training camp at Fort Sheridan, is now preparing there for three months of hard work. Mr. Bell is the only son of Wallace M. Bell, former president of the Chamber. Young Bell is a graduate of the Culver Military Academy.



AN ERA of good feeling, reduction of waste effort and harmonizing of all interests, has accompanied the era of war, so far as the Kansas City market is concerned. In this, as in many, many other instances, people are saying that the world is being more than compensated already for the war. The particular subject of this item has little to do with fighting, or preparedness—but it has come to a climax at a time when emergency measures are being taken in numerous lines, and will in fact add much to the conservation plans of official and unofficial bodies. This is the abolition of the Weighing Department of the Kansas City Board of Trade, and the assumption of the weighing duty at private elevators by the State Inspection Departments of Kansas and Missouri. The Board's weighing department was established 16 years ago, at a time when the weights given by the states were far from dependable. The Board had built up in that time, full confidence in the dependability of its weights, which were accepted by railroads and all concerned. The state weights were practically disregarded. J. G. Goodwin, who came from the weighing department of the Chicago Board, was so successful with his department, that for a time it even inspected grain, its inspection being taken in preference to those of the Kansas department. In the past few years the Missouri service has wonderfully improved; and since George B. Ross got his bill through the Kansas Legislature, and has been in active charge of the Kansas Department at Kansas City, the Kansas weights and inspections have been proved absolutely dependable.

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The Board of Trade weighing department has been continued therefore as a check weight institution, though both states had sought to secure its abolishment, as Kansas had forced the suspension of the Inspection Department of the Board. A few weeks ago conferences were held which resulted in the decision by the Board to do away with the weighing, on the ground that the State Departments were able and willing to give the service, and duplication in effort and expense was no longer necessary. The Board's department has employed 45 to 50 men, at an expense around \$50,000 a year, which was borne by the shippers, and the new plan will mean that saving to them. The new system will be inaugurated June 15. The disbanding of the Department will result in several of the men being employed in the State Departments.

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George B. Ross, chief of the Kansas Grain Inspection Department, is moving his offices as fast as possible to Kansas City, Mo., to be close to the

Board of Trade and to improve the service. The office of E. L. Betton, supervising inspector, has been across the street from the Board of Trade for some time; the force has grown so fast that the quarters have become inadequate. Mr. Ross is now looking for rooms where the moisture testing, the weighing, and the inspection can all be put together.

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The Missouri Inspection Department, preparatory to the heavier work coming with new grain testing rules July 1, and the addition of weighing at private elevators, is adding to its personnel, and changing its quarters. It will have an ultra-modern testing department in the Board of Trade Building, to which samples will be brought. There will be 12 moisture machines, eight electric and four gas. The Government supervising office at Kansas City is advising and co-operating in the installation. M. C. Fears, chief inspector here for the past 6 years, speaks enthusiastically of the co-operation between the Board, the State Departments and the Government that is developing. Under the new plan of weighing, his Department will do all weighing at private elevators as well as at public elevators. He will probably secure the services of some of the Kansas City Board's weighmasters; retaining certainly the expert scale man, Mr. North, who has been with Mr. Goodwin several years.

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Plans are being matured for the reduction of duplication in inspection charges on grain between the states. Under present conditions, two inspection charges sometimes must be paid, to the Departments of the two states. Each state has laws requiring the inspection by its own men of grain going into or out of public elevators. This law cannot be evaded. Mr. Ross of the Kansas Department has been trying for some time to secure an arrangement under which the second state to get the grain would merely make a review inspection and charge a nominal fee therefor. The Missouri officials were equally eager to secure a reduction of the burden, but until very recently there seemed no way to accomplish it. However, the introduction of the Government's standardization plans have greatly facilitated negotiations, for all parties see that inspection will become very much the same in all states. Except for the laws, the Departments probably would be ready now to accept each others' certificates, except for review inspections, and the details necessary to guard the interests of the state's citizens. As it is, it is likely that second inspections, after July 1, will be made for a nominal fee, reducing by probably 50 per cent or more, the expense of inspections.

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E. L. Morris will, on July 1, become division supervisor of the Government's grade standardization work in the Southwest. The directing supervisor for the Kansas City district has not been named. It is believed, however, that both H. A. Rhoades and R. D. Jarboe, who with Mr. Morris now constitute the three supervisors of the board at Kansas City, will remain here. The service is said to be making splendid progress, and is receiving the generous co-operation of the State Departments.

* * *

S. J. Owens, traveler in Kansas for the Twidale-Wright Grain Company, lives in Nebraska—which state may have the credit for the production of three fine specimens of manhood in the second generation. One of Mr. Owen's sons is above army age and two are below. The "baby" of the family is 16 years old, 6 feet tall, weighs 164 pounds, and looks like a full-grown man. The others are large men, as is Mr. Owens, but fall short of this husky youth. Mr. Owens is popularly known as "Bud" in the trade.

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The Kansas City Traveling Grain Men's Association held its first annual convention June 1, at the Savoy Hotel, with an attendance of 45, including guests. The body has a membership of 42 active and six honorary members. It has accomplished much in line with its objects in the past year. These include the increasing of friendliness among the

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traveling men, promotion of friendly relations between them and the members and officers of the Board of Trade, and the improvement of the members in their service to their employers and to their customers. Many pieces of literature have been distributed to the members, and studied by them. At this annual meeting, the following officers were elected: President, Major Moberly, Moore-Seaver Grain Company; vice-president, W. W. Simmons; secretary, E. R. Welch; treasurer, F. D. Zimmerman, Pierson-Lathrop Grain Company; Executive Committee, A. R. Ware, J. E. Liggett, Jack Martin; Directors, Major Moberly, Cort Addison, Harry Stevenson, Edward Hoebel, Edward Wood of Goffe & Carkener, Harry Gregory and Frank Fleming.

George Carkener, president of the Kansas City Board of Trade, delivered an address to the Traveling Grain Men's Association, in which he emphasized the gravity of the present international situation, and suggested the influence the travelers could exert in the direction of arousing the country. He also suggested the chance they had to educate the public on the rapidly changing conditions.

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The Kansas City Board of Trade, by unanimous vote, endorsed the amendment to the rules placing cash grain commissions on a percentage basis.

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Wallace Bagley, cash grain buyer for the Southwestern Milling Company, will be married shortly to Miss Gladys Crawford. His friends at the Board of Trade have prepared a wedding present for him.

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B. C. Moore of the Moore-Seaver Grain Company, has bought a membership on the Chicago Board of Trade.

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Harry A. Fowler, son of H. T. Fowler, first lieutenant in the signal corps, has been ordered into active service. He volunteered for the officers' reserve corps, and was quickly assigned to work, because of his knowledge of wireless telegraphy. He was granted a commission a few weeks ago.

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The Kansas City Board of Trade is doing its bit towards selling the Liberty Bonds. A committee has been appointed to sell the bonds to grain men and in the Board Building, which includes the following: John I. Glover, B. F. Hargis, E. D. Fisher, H. F. Hall, H. J. Diffenbaugh. This committee is working with the central committee in Kansas City on the Liberty Loan. P. W. Goebel, president of the American Bankers' Association, and J. F. Downing, president of the New England National Bank, addressed the Board recently on the loan.

* * *

Col. John W. Moore, one of the most widely known grain men in this section, and one of the most interesting and beloved, died June 5 at his home in Kansas City, aged 77. Colonel Moore earned distinction in several walks of life. He was brilliant as a soldier in the Civil War, earning his title on the Confederate side. He, for a time, owned the great Allen & Link cattle ranch at South Park, Colorado, for which he paid \$115,000. He assisted in organizing the Kansas City Belt Railway, which was an important factor in Kansas City's industrial development. And he has been a conspicuous public servant in Kansas City, both in and out of office. Colonel Moore came to Kansas City from Danville, Ky., with his parents when he was six years old. His father was in the milling business, and had grist mills up and down the Missouri River. After the war, he entered the grain business, in 1868, and built a large trade.

A few years later he built the Eagle Mills, at Eighteenth and Walnut streets, now downtown. He was elected mayor of Kansas City in 1885, and shortly thereafter retired from the grain business to take up the ranch work. In 1893 he re-entered the profession into which he was born, organizing the Moore Grain & Elevator Company, and building up a large grain shipping and export trade. He was elected president of the Kansas City Board of Trade in 1899. Colonel Moore was for a time in the real estate business. He was married in 1872 to Miss Sallie Bryant of Westport. He is survived by one son, Benjamin C. Moore of the Moore-Seaver Grain

Company, and by two brothers, Benjamin Moore of El Paso and Charles Moore of California. The funeral was Masonic, and largely attended. The Board of Trade adopted suitable resolutions. Many Kansas Citians who did not know Colonel Moore in business, are grateful for his part in many civic enterprises, for he was public spirited, and always ready to serve on committees.

* * *

The Board of Trade, in addition to its rules as to wheat trading, has adopted a maximum price of \$1.62 a bushel on all corn futures. The protest of a large number of members against the price as too low, was disregarded.

* * *

The Board of Trade entertained, recently, 22 members of the class in political economy of William Jewell college. An address was made by Secretary Bigelow, in his usual happy vein.

* * *

Kansas City received 3,132,000 bushels of wheat in May, the third largest volume in 10 years; it was well absorbed by mills for filling pressing orders. Stocks in elevators decreased 1,924,000 bushels, to 674,230 bushels, a trivial amount in comparison with stocks usually on hand now. Corn receipts were 1,486,250 bushels, well up to the average; and the small stocks increased slightly. Oats arrivals were 722,000 bushels, the largest in 10 years, but stocks decreased, and are now about 350,000 bushels.

* * *

The Kansas Council of Defense is urging that efforts be made by farmers to stock their feed lots and pastures sufficiently to utilize all the forage and waste which is sometimes burned. Wheat straw, corn stalks, and similar by-products, the council urges, should be put into beef, and not thrown away. The Council is also encouraging the financing of pig purchases by boys. The movement is primarily intended to increase the meat food supply as a means of removing the burden from grain, and it is not believed that free response will materially increase the demand for corn for feeding.

* * *

W. J. Mensendieck spent two months this spring on the Pacific Coast, from Seattle to San Diego, the larger part of his time in the latter district.

* * *

Many members of the Kansas City Board of Trade responded to the request for signatures to a petition asking that mothers' tents be provided by Congress for training camps.

* * *

J. P. Jones, Lester H. Boyd and J. P. Kenny were on the Board of Trade, May 21. They were investigating the methods of grain marketing, particularly of grading, in this country, with a view to arranging a system of grading in Canada. Messrs. Jones and Boyd represent the Canadian Board of Grain Commissioners in the inquiry, and Mr. Kenny represents the Fort William Grain Exchange.

* * *

The Aylsworth Grain Company has formally been announced as the title of the company that succeeded the Aylsworth-Neal-Tomlin Grain Company several months ago, when Mr. Neal and Mr. Tomlin retired from the firm.

* * *

George H. Forsee, for several years industrial commissioner of the Kansas City Chamber of Commerce, and as such widely known among grain men, has retired from that position, to give his entire time to the United States Stock Food Company, of which he has been elected president. W. F. Tuttle is secretary and treasurer. C. W. Lonsdale is vice-president. Wallace Goffe and Frank G. Crowell are directors.

* * *

Reports that large quantities of wheat were going into storage, and were already in Wyandotte County elevators, caused the county commissioners of that county to revise their schedule of assessments on wheat. There are 12 elevators on the Kansas side of the state line at Kansas City, their capacity being from 20,000 bushels to 2,500,000 bushels. Heretofore the grain has been assessed

at \$1 a bushel, the elevator managers reporting the number of bushels in storage at a certain date. This year, the assessment will be at \$1.74 a bushel; and the amount each elevator is to pay, will be based on the capacity; the elevators will pay on one-half the capacity, regardless of the amount of wheat actually carried. Steps are now being taken to resist this plan, which it is urged is palpably going to work injustice in many cases. The commissioners, however, have said that they would correct any rank discrepancy as proved by the books of the owners.

* * *

The Blair Mill & Elevator Company has leased the mill and elevator formerly operated by E. R. McDonald at Atchison, Kan.

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The Friesen Grain Company, J. S. Friesen, manager, has succeeded the Hillsboro Milling & Elevator Company, Hillsboro, Kan.

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Seward & Son are building an elevator at Camden, Mo.

* * *

The F. W. Gaunt Grain Company is building storage bins at Alton, Kan.

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Franken, Belt & Chapman have sold their elevators at Norborne, and Palamon, Mo., to the Perrine Grain Company, Chicago.

* * *

The Union Grain Company is building an elevator at Rozell, Kan.

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The Farmers' Elevator Company, Mound Ridge, Kan., is building a 17,000 bushel elevator on the site of its former structure.

* * *

E. P. Jones, superintendent of elevators of the Larrabee Flour Mills Corporation, Hutchinson, Kan., was a Kansas City visitor recently.

* * *

Goodlander Mills of the Kansas Flour Mills Company, Ft. Scott, Kan., will soon have 150,000 bushels additional storage capacity.

* * *

The Co-operative Elevator, Live Stock & Mercantile Company, Horace, Kan., has been incorporated with \$5,000 capital stock; the directors are G. O. Franklin, O. C. Mayne and Mrs. Grace Harper.

* * *

John Mackey of Toberman, Mackey & Co., will motor to Colorado with his family this month.

* * *

The hay and feed warehouses of Phil E. Drought Hay Company, and a hay barn of the Kansas City Stock Yards Company, were destroyed by fire May 16. Mr. Drought lost 300 tons of hay, and a large amount of feed that was stored in the house, including 160,000 pounds of grain. The financial destruction was about \$20,000 on buildings, and \$28,000 on contents, covered by insurance. The Drought business was resumed, in a few hours, across the street, and he will rebuild. The hay was still smouldering June 8. There was little salvage. The firm will resume in its old location by July but is now transacting its business of commission merchandising of hay, dealing in grain at retail and wholesale. The Schilling Grain Company, nearby, was not damaged, being saved by the direction of the wind, carrying sparks away.

* * *

Samuel Thompson, formerly with the Russell Grain Company, has taken a position with the Carlisle Commission Company.

* * *

The recent rains have caused a lull in the hay business, interfering with the cutting of the new crop, and its handling. The first crop of alfalfa in this district is often hurt by rain; but Kansas City had a record month in alfalfa in May, so that there is an excuse for a temporary letup.

* * *

The first car of new Oklahoma alfalfa in Kansas City was bought by C. F. Arnold & Co. for \$21.50. This is the highest price ever paid for new alfalfa in Kansas City. The first alfalfa crop harvest in

THE AMERICAN ELEVATOR AND GRAIN TRADE

Oklahoma has been found to be very light. This first car was sold on May 21.

* * *

Earl Cash is now with the L. C. Worth Commission Company. Mr. Cash was formerly with Toberman, Mackey & Co.

* * *

W. J. Thurman, formerly manager of the Thurman-Davis Grain Company at Neosha, Missouri, is now buyer for C. F. Arnold & Co. at Chickasha, Oklahoma.

ST. LOUIS
R. O. JOHNSON - CORRESPONDENT

TRADERS on the Merchants Exchange are "living in hope." That is, hope that buying will be permitted in wheat futures when the new crop starts to move freely to market. With a maximum of \$2.68 $\frac{1}{4}$ set on July wheat and \$2.42 on September, the trade sees no reason why dealings should not be permitted below that level, the same is being done in corn where a maximum price of \$1.67 was fixed last week and unrestricted trades are being permitted below that level.

It is pointed out by millers that usually at this season of the year, contracts for fall shipment of flour are booked in very heavy volume, and the price of sales are based on purchases of September wheat. With trading in this option now restricted to short sales the miller has no chance to hedge his flour, and as a result very little business is being booked.

Furthermore, some grain dealers assert that there was a "joker" in the ruling permitting short sales of wheat, but no long purchases. They claim that a man long wheat at the time the ruling was made, could hold his long wheat in one commission house, and sell short against it in another house, under an assumed name if necessary, and that when the short contract was covered he would still have his long wheat on hand. In operating in this way he could continue to be long or short the market, while the average trader is completely shut off the long side of the market.

The continued strength in the cash wheat market is indication enough for anyone that no cheap wheat is to be excepted, especially with the short crop prospect in sight; and for this reason it is not apparent why trading should not be allowed below present maximums, which naturally would adjust trades when the fixed price levels are reached.

With trading suspended in wheat, business has been unusually heavy in the corn pit, and the rise in values has been welcome to professionals, as most of them have been operating on the long side of the market. Last week, following the fixing of maximum prices on the coarse grain, futures mounted nearly 20 cents a bushel, with the December option gaining the most, owing to the extreme discount at which it has been selling compared with the old crop deliveries. Cash corn has held conspicuously firm, with No. 2 quoted at \$1.71 @ \$1.72; No. 3, \$1.71; No. 4, \$1.70; No. 2 yellow, \$1.72; No. 2 white, \$1.72; No. 3 white, \$1.71 $\frac{1}{2}$.

* * *

Merchants Exchange members recently subscribed \$1,500 for benefit of sufferers from recent storms in the South and East. The subscription was handled by Eugene Dreyer.

* * *

Merchants Exchange firms have subscribed to approximately \$2,000,000 of Liberty Bonds. A recent announcement of Vice-President E. C. Andrews placed the subscriptions at \$1,500,000. Since then other firms have bought bonds, and many of them have offered them to their employes on time-payment basis.

* * *

The Public Service Commission of Misouri has increased demurrage rates to \$2 for the first five days per car per day, and \$5 per car for each day

thereafter. On cars weighing less than 60,000 pounds, 48 hours free time is allowed, with 72 hours free time on cars weighing 60,000 pounds or more.

* * *

J. L. Messmore of Ballard-Messmore Grain Company, St. Louis, won the handicap golf contest at the annual meeting of the St. Louis Grain Club held at Bellview Country Club last week. Carl Wright and A. C. Robinson tied for second honors.

* * *

The Merchants Exchange on June 15, will vote to make Nos. 1, 2 and 3 dark hard winter wheat, hard winter wheat, yellow hard winter wheat, and red winter wheat deliverable on future contracts; provided, however, that on all No. 3 dark hard winter wheat, No. 3 hard winter wheat, No. 3 yellow hard winter wheat, or No. 3 red winter wheat, so tended, 5 cents per bushel shall be deducted from the contract price. And provided further, that the tender on each lot of 5,000 bushels shall be in whole either hard wheat or red wheat of the grades hereinbefore specified; and provided further, that not less than 1,000 bushels shall be tendered in any one elevator. The rule will pass, as there is little if any opposition to it.

* * *

Members of the Merchants Exchange have voted to appropriate \$25,000 of the surplus fund of the Exchange for investment in the recently organized \$2,000,000 transportation line to operate boats on the Mississippi River between St. Louis and New Orleans. It is expected that Merchants Exchange commission houses will subscribe another \$25,000 to the stock. The boat line is being supported by the New Orleans Board of Trade and other exchanges in cities along the Mississippi River.

* * *

St. Louis has been doing a large business in Western white wheat lately, and J. R. Stephens of Seattle, Wash., who was on the Merchants Exchange recently said that this market might become the best distributing point in the country for this grade of wheat. Several St. Louis firms have been specializing in this grade of wheat and have built up a large trade.

* * *

A recent crop report of the Langenberg Bros. Grain Company, St. Louis, takes a rather gloomy view of the wheat crop outlook in Missouri. The report showed a condition of 40 per cent in the northeast counties, 60 per cent in the northwest, 75 in the east central, 70 in the southwest, and 60 in the southeast. The condition for the entire state was 60, with the crop badly spotted.

* * *

William T. Anderson, a former president of the Merchants Exchange, but now head of the Boone County Milling Company, Columbia, Mo., was on the floor recently. He received a hearty welcome from his many friends here.

WEEVIL IN GRAIN

The season has come when weevil are particularly active, and the following directions for fumigation given by the Department of Entomology of the University of Nebraska will apply to mill and elevator bins as well as to those of farmers. Carbon bisulphide is recommended by the Department and its application is directed as follows:

"When a bin of grain is infested with weevil, or other grain-infesting insects, the liquid may simply be poured over the surface of the grain, which should then be covered with a canvas or some other article that will assist in retaining the fumes. By working a piece of water or gas pipe, with a removable plug in the end, down into the grain, and then pushing the plug out, the liquid may be poured into the center of the grain, from which location the fumes will readily penetrate the entire mass.

"Temperature as well as tightness of bins is a very important factor in successful fumigation with carbon bisulphide. With a moderately tight bin at a temperature of 90 degrees, one pound of carbon bisulphide will effectively fumigate 500 cubic feet of space; at 80 degrees, 400 cubic feet; and at 70

degrees only 300 cubic feet. At 60 degrees or less the results are altogether unsatisfactory. If the bins are not tight, or cannot readily be made so by plugging the cracks, a liberal increase in the amount of carbon bisulphide should be made. The bins should be kept closed for 24 hours, or better for 48 hours."

It may be added that if there have been weevil in the bins, before new wheat is put in, the bins should be cleaned and the cracks and corners dusted with air-slaked lime. Dampness in the bins is conducive to the development of weevil.

WELL-KNOWN WINNIPEG GRAIN MAN

There are located in various parts of Canada today a good many men who, although born south of the dividing line between Canada and the United States, have recognized for themselves great possibilities in the northern of these sister countries, and have proved the correctness of their surmises by making good in Canadian business life.

One of these is John Charles Gage of Winnipeg, president of the International Elevator Company and a prominent member of the Winnipeg Grain Exchange. Born in Minneapolis in 1876, he entered the grain business in his native city at the age of 18 years. Canada was just beginning to blossom



JOHN CHARLES GAGE

forth and give an indication of its great future at this time. John Gage was one of those to recognize this, and he decided to move to Canada, which he did in 1903, locating at the headway of the great wheat belt of western Canada, namely Winnipeg. There he soon became established in the grain business, and his activities have continued to expand, until today he not only is president of the International Elevator Company, but vice-president and general manager of the Consolidated Elevator Company, president of the Northwest Grain Dealers' Association, director of the Federal Investment Company and vice-president of the Cardiff Collieries.

He has been a member of the council of the Winnipeg Grain Exchange since 1904, and occupied many of the important offices of the Exchange. At the present time he has the honor of being president of that body, a fitting tribute to his ability and the high esteem in which he is held by his associates in the grain business.

THE tariffs providing for reduction of free time on export freight handled at Atlantic and Gulf Ports have been suspended until December 1. Tariffs were issued on January 1 by railroads and were to have gone into effect on February 1, but were suspended until June 1. Advances cannot be made until the Interstate Commerce Commission has investigated the case and it was for this reason that the date was again postponed.

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ELEVATOR AND
GRAIN NEWS

SOUTHERN AND SOUTHWESTERN

John Dean of Guthrie now owns the elevator of E. Hawthrone located at Kildare, Okla.

The Farmers' Union Exchange of Butler, Okla., will buy an elevator located at that place.

The capacity of the Jordan Elevator Company's plant at Guymon, Okla., is being increased.

A new 35,000-bushel elevator is to be built for the Hydro Seed & Grain Company of Hydro, Okla.

The capacity of the elevator of H. J. Bradfish at Weatherford, Texas, has been increased by 10,000 bushels.

The plant of the Sewell Grain & Fuel Company of Vernon, Texas, is to be remodeled at a cost of \$10,000.

The contract has been let by Harry Dunn of Rocky, Okla., for the erection of a new grain elevator there.

Clark Burdg of the Clark Burdg Grain Company of Oklahoma City, Okla., has sold his elevator at that place.

The contract has been let by A. D. Young of Watova for the erection of an 18,000-bushel elevator at Nowata, Okla.

An elevator with a capacity for 75,000 bushels is to be built at Valdosta, Ga., for the South Georgia Milling Company.

The W. T. Wilson Grain Company of Nacogdoches, Texas, has increased its capital stock from \$15,000 to \$30,000.

A site is to be bought by the Cox-Henry Grain Company at Willow, Okla., and a new grain elevator built at once.

A site on the Rock Island at Sayre, Okla., has been purchased by the Puckett Bros., who will erect a new elevator.

Attempts are being made by the Advisory Committee of Birmingham, Ala., for the erection of a modern grain elevator there.

The Nashville, Tenn., office of E. W. Wagner & Co. has been purchased by Shepard & Gluck, a New Orleans grain and cotton firm.

A reinforced concrete elevator structure of 50,000 bushels capacity is being built for the Farmers Elevator Company of Electra, Texas.

The charter of the Farmers Gin & Elevator Company at Green, Texas, has been amended, changing the capital stock from \$5,000 to \$10,000.

The Roger Mills County Clearing House at Cheyenne, Okla., has applied for a state charter to conduct a grain and elevator business there.

S. J. Smith & Son of Waco, Texas, will engage in the wholesale grain business. For 25 years they have carried on a retail grain business there.

The Tupelo Oil & Ice Company of Tupelo, Miss., is installing elevator equipment and will conduct the elevator in addition to its other business.

The Lawton Grain Company of Carnegie, Okla., is contemplating establishing a portable grain elevator at that point on the Rock Island Railroad.

L. F. Bruce has traded his share in the Garber Mill & Elevator Company of Garber, Okla., to J. H. Gerken for the latter's farm near Oklahoma City.

The Alfalfa Mill & Elevator Company was organized at Greenville, Miss., capitalized at \$25,000. J. M. Robertshaw, A. H. Stone and J. H. Fort are interested.

The Wichita Mill & Elevator Company of Peculiar, Texas, will rebuild its elevator and mill. The elevator is to have a capacity of 5,000 bushels of grain.

A stock company headed by W. J. Matthews is to build a large grain elevator at Moultrie, Ga. The elevator will have a storage capacity of 25,000 bushels.

Extensive improvements have been made on the plant of the Moore Grain Company of Chickasha, Okla. The elevator capacity has been increased to 10,000 bushels.

John Wyly, E. B. Carlton and C. R. Bell have organized the Cherokee Grain & Mercantile Company of Strang, Okla. Capital stock of the company amounts to \$10,000.

Articles of incorporation have been filed for the W. M. Enlow Grain Company of Woodward, Okla., by W. H. Enlow, Luther Shobe and W. L. Pittman.

The company is capitalized with stock amounting to \$50,000.

The Farmers Grain Company of Lone Wolf, Okla., has been incorporated, capitalized with stock amounting to \$10,000. J. M. Higgin, Chas. Dunn, A. Hohmann are interested in the organization.

B. F. Smith, C. L. Overstreet and J. L. Fisher have filed incorporation papers for the Farmers Elevator Company of Watonga, Okla. The organization is capitalized with stock amounting to \$5,000.

The Junction Grain & Mercantile Company of Junction, Okla., has taken out a charter, capitalized with stock amounting to \$10,000. E. R. Austin, W. M. Black and P. A. Cope are among those interested.

A large grain elevator, feed mill and cold storage plant is to be built at Jackson, Miss., by R. H. Green, former president of the Jackson Board of Trade. Construction work is to be started immediately.

The Celina Mill & Elevator Company of Celina, Texas, has been dissolved. It is succeeded by the Phoenix Elevator Company of Sherman, Texas. The latter is a new corporation and is capitalized with stock amounting to \$200,000.

The Farmers' Co-operative Company has been organized at Alva, Okla. It has purchased the property of the Woods County Grain & Broom Corn Company. A. Vollmer is president; N. B. Litton, secretary-treasurer of the concern.

Incorporation papers have been filed for the Clark-Lynn Grain Company of Texarkana, Texas, with a capital stock amounting to \$25,000. The incorporators are: G. W. Bottoms, Henry Moore, Jr., T. A. Clark, C. Lynn, and others.

The Farmers' Grain & Food Company has applied for a state charter to operate at Rome, Ga. The company is capitalized with stock amounting to \$10,000. T. J. Simpson, J. Cumming, W. W. Woodruff, J. M. Bradshaw and W. L. Graves filed the petition.

P. A. Jones and several Memphis, Tenn., and Paducah, Ky., men are interested in the organization of a corporation which will build a modern grain elevator at Paducah, Ky. The firm will operate under the name of the Paducah Grain & Elevator Company.

A new 250,000-bushel elevator has been completed for the H. Dittlinger Roller Mill Company at New Braunfels, Texas. It was built by the Macdonald Engineering Company of Chicago after plans made by the A. E. Baxter Engineering & Appraisal Company.

The Florida Grain & Elevator Company has been organized at Jacksonville, Fla., capitalized with stock of \$50,000. The company will build and conduct an elevator there. C. W. Zaring is president; C. W. Lewis, vice-president; W. S. Brandon, secretary, and E. W. Fleming, treasurer.

The Blue Star Elevator Company of San Antonio, Texas, has purchased the steel elevator of the Bay City Rice Milling Company, located at Bay City, Texas. It is being torn down and shipped to San Antonio where it will be rebuilt. The elevator has a capacity of 105,000 bushels of rice and was erected, in the first place, at a cost of \$43,000.

IOWA

F. J. Rogers is building a new elevator at Bedford, Iowa.

E. T. Paygle has taken over the grain business of S. I. Broderick at Allendorf, Iowa.

The Farmers' Elevator Company has let the contract for the erection of a grain elevator at Cooper, Iowa.

The Wm. Cool Elevator at Griswold, Iowa, which E. & P. Kircher purchased recently, is being overhauled.

Efforts are being made to interest farmers in the vicinity of Sidney, Iowa, in the erection of an elevator.

The business of the Lost Nation Grain Company at Lost Nation, Iowa, is being conducted under the name of J. H. Phelps.

The Farmers' Elevator Company of Barnes City, Iowa, has let the contract for rebuilding and remodeling their elevator.

Construction work has been completed in the elevator of Gilchrist & Co., at Monona, Iowa. The plant is modern in every detail, is operated by elec-

tricity, and has a capacity of handling about 1,500 bushels an hour.

The contract has been let by the Keswick Lumber Company of Keswick, Iowa, for the erection of a 12,000-bushel elevator there.

The elevator of the Central Iowa Grain Company at Ames, Iowa, will be conducted hereafter as the Ames Grain & Coal Company.

An addition is being built to the warehouse of the Farmers' Co-operative Elevator Company of Belmond, Iowa, for storage of feed and salt.

Reports state that farmers in the neighborhood of Dinsdale, Iowa, contemplate building and conducting a second co-operative elevator at that place.

Lewis Oesterreicher, Harry McElroy, G. D. Welhausen and others have formed the Farmers' Elevator Company at Titonka, Iowa. Capital amounts to \$20,000.

The old Seeley Mill site at Griswold, Iowa, has been taken over by the Farmers' Union. Work is to be started at once on the construction of a new elevator there.

The old elevator of the Des Moines Elevator Company at Minburn, Iowa, is being razed to make room for the new modern elevator which is to be built in the near future.

A new elevator with a capacity of 50,000 bushels is being built at Cylinder, Iowa, by the Hubbard Grain Company of Mason City. The company will use its old building there as a storage house.

The elevator and business of Yost Workman & Co., at Libertyville, Iowa, has been taken over by A. H. Miller. Miller has also purchased the C. R. I. & P. & Q. elevators, warehouse, etc., located here.

The Farmers' Elevator Company has been incorporated to conduct a grain business in Popejoy, Iowa. The company is capitalized with stock amounting to \$20,000. Geo. A. Miller is president; Wm. Willis, vice-president; Warren Collins, secretary-treasurer of the new organization.

OHIO AND MICHIGAN

The elevator of Hawley & Johnson at Lyons, Mich., has been sold to Fox & Fox.

A new elevator is to be built, it is reported, at East Tawas, Mich., by J. E. Martindale.

Negotiations were recently concluded by Claude H. Estee for the Gordon Elevator at Howell, Mich.

Capitalized with stock amounting to \$5,000, the Hillman Elevator Company was formed at Hillman, Mich.

Farmers in the neighborhood of Grand Haven, Mich., are interested in the erection of a grain elevator there.

The Posen Elevator Company of Posen, Mich., was incorporated not long ago. Capital stock amounts to \$5,000.

The elevator of M. A. Dennis & Co., at Williams-ton, Mich., has been purchased by the Williamston Elevator Company.

The Marlette Farmers' Co-operative Elevator at Marlette, Mich., has been incorporated. Capital stock amounts to \$40,000.

The elevator and business of F. M. Towner at Morrice, Mich., has been taken over by Earl B. Hepker of Hemlock.

The Lachine Elevator Company has been organized at Lachine, Mich., capitalized with stock amounting to \$5,000.

The elevator of the Albion Holding Company at Albion, Mich., is to be taken over by the Farmers' Co-operative Association.

Capitalized with stock amounting to \$25,000, the Vermontville Co-operative Elevator Company was organized at Vermontville, Mich.

The capital stock of the Bacon-Holmes Lumber, Grain & Coal Company of Chelsea, Mich., has been increased from \$5,000 to \$30,000.

The grain elevator of Arthur Rhodes at Bloomer, Ohio, has been sold by him to S. J. Rudy. The elevator has a capacity of 20,000 bushels.

The old elevator of the Lang Milling Company at Delphos, Ohio, is being torn down. The old structure was built about the year 1847 by Bope & Lye.

Geo. G. Meek, John A. Stokes, Frank F. Hirt, Denzil C. Gibbs and John F. Karbler have been named as the organizers of the Erlin Farmers' Eleva-

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tor & Supply Company of Erlin (r. f. d. Fremont), Ohio. Capital stock of the organization amounts to \$15,000.

Negotiations were recently completed transferring the grain elevator property located at Highland, Mich., to McLaughlin Bros., of Holly. Chas. B. Casey will be in charge.

The Shiawassee Farmers' Grain Company of Corunna, Mich., has been incorporated, capitalized with stock of \$30,000. The company will build and conduct a grain elevator.

Mark W. Bennett has filed incorporation papers for the Mount Blanchard Farmers' Elevator Company of Mount Blanchard, Ohio. Capital stock of the corporation is \$20,000.

The elevator and coal field owned and conducted by the Farmers' Elevator & Coal Company at Constantine, Mich., has been taken over by the Constantine Co-operative Buying & Selling Association.

MINNESOTA AND WISCONSIN

The Farmers' Elevator at Erhdahl, Minn., has been closed down.

The elevator at Averill, Minn., has been purchased by the Monarch Elevator Company.

The St. Anthony Elevator Company at Minneapolis, Minn., has amended its charter.

A one-story addition is to be built to the elevator and warehouse of G. C. Keehn of Boyd, Wis.

The scales in the elevator of the Allenhofen Bros. at Random Lake, Wis., are being improved.

Probably the Daisy Milling Company of Superior, Wis., will enlarge its elevator located there.

A new machinery building is to be built at Kenyon, Minn., for the Farmers' Elevator Company.

The Duluth Board of Trade has declared the elevator of the Capitol Elevator Company to be regular.

A new roof has been put on the elevator of the Larson Bros. at Stockholm (r. f. d. Cokato), Minn.

The Askov Co-operative Association of Askov, Minn., will build a new elevator adjoining its old warehouse.

The Johnston & De Long Bros. of Darien, Wis., are contemplating equipping their elevator with electricity.

C. C. Chambers & Co. have purchased the 125,000-bushel elevator of the Pioneer Grain Company in St. Paul, Minn.

An elevator and feed mill at Holdingford, Minn., has been purchased by C. J. Abelin from his father and brother.

Reports state that the old elevator at Magnolia, Minn., is to be reopened by H. Poehler & Co., of Minneapolis.

A new foundation is being built under the National Elevator at Chokio, Minn., and a new motor being installed.

The elevator located at Byron, Minn., has been purchased by T. O. Distad. Obert Distad will be in charge of the plant.

The interest of his partner in the Silver Lake Grain Company at Glencoe, Minn., has been purchased by A. C. Navratil.

Fuller & Askerman will build an elevator and warehouse 35x50 feet at Nevis, Minn. A small feed mill is also to be installed.

J. C. Hull & Son of Viola, Wis., are building an additional story to their elevator. Modern elevator machinery is to be installed.

The elevator of the W. W. Cargill Grain Company located at Utica, Minn., has been purchased by the Altura Elevator Company.

The Dodge-Hooker Mills of Wausau, Wis., have erected a new office building in connection with their elevator and store at Clintonville, Wis.

Electric power for elevators is to be installed in the Erwin Elevator at Long Prairie, Minn. A 3½-horsepower motor is to be installed.

New additions have been built to the Farmers' Elevator at Blue Earth, Minn., which practically doubles the original capacity of the plant.

A large grain elevator of the Chicago & Northwestern Railway Company at Winona, Minn., has been sold to William Rahr Sons' Company at Manitowoc.

Reports state that the old farmers' elevator building at Huntley, Minn., has been purchased by R. E. Erickson. The new owner will remove the plant to his farm.

A 35,000-bushel elevator is to be built for the Farmers' Co-operative Elevator Company at Cottonwood, Minn. The contract for the erection of the new plant has already been let.

Interest in the grain business of D. R. Williams at Cambria, Wis., has been purchased by Wm. C. Davies. The company will now operate as Williams & Davies.

Work of dismantling the old elevator of the R. E. Jones Company located at Wabasha, Minn., has been started. The old plant will be replaced

with a new elevator with a capacity of from 50,000 to 60,000 bushels.

A building permit has been issued to the Quinn-Shepardson Company of Minneapolis, Minn. The company will build a four-story iron clad grain elevator costing about \$30,000.

The new elevator of the Green Bay & Western Railway at Green Bay, Wis., is to be completed by July 15, it is expected. The plant will have a capacity for about 165,000 bushels.

John C. Gould, Geo. Troeller, Frank Deming and others are the organizers of the new firm, the Hartford Farmers' Co-operative Company of Hartford, Wis. Capital stock of the concern is \$2,000.

The Armour Grain Company of Milwaukee, Wis., will build a new warehouse and additional storage facilities for 150,000 bushels. The grain handling capacity of the plant per hour will be 18,000 bushels.

The Okabena (Minn.) Farmers' Elevator Company has let the contract for the erection of a grain elevator at Miloma Junction, Minn. The structure will be modern in every respect and cost about \$7,000.

Twenty concrete tanks are being built to the plant of the Cargill Elevator Company at Minneapolis, Minn. The tanks will have a capacity of 1,000,000 bushels, increasing the total capacity to 1,750,000 bushels.

Yerxa, Andrews & Thurston, millers, located at Minneapolis, Minn., will build four concrete tanks to their grain storage, increasing the capacity from 225,000 to 425,000 bushels. Barnett & Record Company have the contract for the new addition.

Incorporation papers have been filed for the Warroad Stock, Grain & Products Company of Warroad, Minn. C. S. Blevins is president; R. S. Hart, vice-president; Claude Blevins, treasurer and secretary; T. F. Spreiter, general manager of the company.

A wooden elevator of 225,000 bushels' capacity is to be built for the Marfield Grain Company of Minneapolis, Minn., replacing the plant which burned down during the month of April. The plant will be modern and equipped with two elevator car legs, motor driven; two 150-ton track scales and cleaning and handling equipment. The Hickok Construction Company has the contract for the building and equipping of plant.

MISSOURI, KANSAS AND NEBRASKA

A farmers' elevator is to be built at Palmyra, Mo.

An elevator is to be built at Boynton, Mo., for the O. A. Talbot Grain Company.

A new elevator is to be built at Bethel, Kan., for D. C. Holmes and Chas. Black.

A new grain elevator and granary has been built by Wm. Germer at Jansen, Neb.

A new farmers' elevator and milling company has been formed at Grand Island, Neb.

A modern elevator is to be built for the Sharon Elevator Company at Sharon, Kan.

The elevator and mill of Wm. Van Buren at Gladstone, Neb., has been sold by him.

An elevator is to be built for Crump & Humphrey at Centralia, Mo., in the near future.

The Equity Elevator Company of Fowler, Kan., will build a new elevator at that place.

Four grain storage tanks are to be built at Alton, Kan., for the F. W. Gaunt Grain Company.

A new elevator is being built at Junction City, Kan., for the Farmers' Co-operative Exchange.

An addition is to be built to the warehouse of the Farmers' Grain & Supply Company of Ord, Neb.

A new elevator is to be built on the site of the old Harder-Welde Elevator at Yates Center, Kan.

A 20,000-bushel elevator is to be built at Alida, Kan., for the Alida Co-operative Elevator Company.

Repairs are being made on the elevator of the Aetna Milling & Elevator Company of Caldwell, Kan.

The Farmers' Union of Sumner County has made plans for building a new grain elevator at Argonia, Kan.

The Farmers' Central Union is interested in the erection of a fire-proof elevator building in Orchard, Neb.

The Farmers' Elevator Company of Liberty, Neb., will build a new 20,000-bushel elevator there at once.

A modern elevator with a capacity of 17,500 bushels is being built at Beulah, Kan., for C. Hitz & Son.

A new elevator is being built for C. A. Cooper & Co., at Lyons, Kan., on the site of the one which burned.

A farmers' elevator company has been formed at Shubert, Neb., capitalized with stock amounting to \$20,000.

J. Pinney has purchased half interest in the Pinney Elevator Company of Ford, Kan., from A. P. Emrie.

The contract has been let by the Weber-Freeman Milling Company of Salina, Kan., for the erection

of a reinforced concrete elevator and mill at that place. The elevator will have a capacity of 150,000 bushels.

Repairs are being made on the elevator plant located at Ontario, Kan.

The T. L. McCormack Elevator at Leona, Kan., has been purchased by the Farmers' Co-operative Union.

The new warehouse of the Farmers' Union Elevator Company of Wetmore, Kan., is under course of erection.

The J. A. Schoenthal Company of Lincoln, Neb., has been succeeded by the Cook Lumber & Grain Company.

The Superior Corn Products Company of Superior, Neb., will build a large elevator there, it is reported.

The old elevator of the Equity Company at Partidge, Kan., is being torn down and replaced by a new one.

The Cape County Milling Company will reopen their elevator at Puxico, Mo. R. W. Russell is to be in charge.

M. R. Jones will build an elevator of 16,000 bushels' capacity at Kiowa, Kan., on the site of the old Farmers' Elevator.

The Bolin-Hall Grain Company contemplates the erection of a new elevator of 30,000 bushels' capacity at Liberal, Kan.

C. Mosher has sold his interest in Mosher & Sons, dealers in grain, at Rexford, Kan. The elevator is undergoing repairs.

An elevator at Cairo, Neb., has been taken over by the Highland Bros. L. Highland will be in charge of the plant.

Joseph Jipal has organized the Farmers' Grain Company of Thurston, Neb., capitalized with stock amounting to \$30,000.

The Farmers' Elevator Company has been formed at Henderson, Neb., for the purpose of conducting an elevator at that place.

The McQuillen Elevators located at Laurel, Ponca, Belden and Waterbury, Neb., have been purchased by Westrand & Son.

J. E. Eickelberger, who conducted a grain and elevator business in Eldorado Springs, Mo., has closed down his office there.

A modern 10,000-bushel elevator is being built at Inman, Kan., for the Farmers' Elevator Company. The old plant is being torn down.

The Friesen Grain Company succeeds at Hillsboro, Kan., the Hillsboro Mill & Elevator Company. It does not operate a flour mill there.

The Equity Exchange of Elkhart, Kan., has been completely organized. The company will build an elevator and broom corn warehouse.

The grain elevator and warehouse of J. M. Robertson at Milan, Kan., has been purchased by the Farmers' Union of Sumner County.

The Garden City Grain & Produce Company of Garden City, Kan., it is reported, contemplates withdrawing its headquarters from that city.

Articles of incorporation have been filed for the Arbor Co-operative Grain Company of Davey, Neb. Capital stock amounts to \$20,000. F. V. Lee is interested.

An addition is to be built to the Independent Elevator at Omaha, Neb. The plant will have a storage capacity of 500,000 bushels. The plant will cost \$200,000.

The elevator and mill of the Kelso Grain Company at Columbus, Kan., has been disposed of by that company to the Cherokee County Mill & Elevator Company.

The contract has been let to the Burrell Engineering & Construction Company by the Gabel Mills of Larned, Kan., for concrete storage tank of 100,000 bushels' capacity.

Additional storage capacity is to be built to the elevator of the Goodlander Mills of Kansas Flour Mills Company at Ft. Scott, Kan. Capacity is to be increased by 150,000 bushels.

The elevator of the Omaha Elevator Company, which was damaged by fire at Wood River, Neb., has been bought by a company of men. The plant is being overhauled and repaired.

The Colorado Milling & Elevator Company has placed the contract with the Burrell Engineering & Construction Company for the construction of a grain elevator in Dodge City, Kan.

The Vinita Co-operative Equity Union Exchange will build an elevator at Cheney, Kan. Wm. Lansdown is president; J. A. Lindholm, vice-president; D. Dewey, secretary and treasurer of the company.

The contract has been awarded by the Farmers' Elevator Company of Ellis, Neb., for the construction of a 30,000-bushel elevator there. The plant will be of fireproof construction and equipped with modern machinery.

The Wright-Leet Grain Company of Ellis, Neb., has torn down its elevator there and will erect a new building with a capacity of 20,000 bushels o'

THE AMERICAN ELEVATOR AND GRAIN TRADE

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grain. An oats house of 20,000 bushels' capacity is also to be erected.

Capitalized with stock aggregating \$5,000, the Co-operative Elevator, Livestock & Mercantile Association of Greeley County was organized to operate at Horace, Kan. O. A. Franklin, A. L. Jeffers and H. C. Smith are interested.

Construction work has been started on the new grain elevator of the Great Western Railroad Company at Omaha, Neb. The new plant will consist of 43 reinforced concrete tanks having an aggregate capacity for 390,000 bushels. This will give the entire plant, including the old elevator, a capacity of 1,590,000 bushels. The cost of the new addition will be about \$250,000.

E. A. Sullivan, who travels in Kansas for Vandervlice-Lynds Company of Kansas City, Mo., writes us that he was recently in the office of John Mueller, manager of the Washington County Farmers' Union Co-operative Association of Hanover, Kan., during a storm when lightning struck the telephone wire. It passed into the office in a blinding flash, shocking Mr. Mueller who was close to the telephone as well as Mr. Sullivan who thinks it was a narrow escape from serious injury.

INDIANA

Improvements are being made on the elevator located at Cromwell, Ind.

Numerous improvements are to be made on the elevator located at Griffin, Ind.

The Bert Springer Elevator at Morristown, Ind., is being improved and enlarged.

Work is practically completed on the new elevator of J. H. Knauer at Corunna, Ind.

The elevator of C. F. Davison at Ossian, Ind., has been taken over by George M. Way.

A large addition is being built to the elevator of Smith & Wyngaart at Mongo, Ind.

An addition is being built for the Payne Equity Exchange of Payne (r. f. d. Bloomington), Ind.

The interest of C. Wolfe in the Sweitzer & Wolfe Grain Elevator at Howe, Ind., has been purchased by W. Sweitzer.

Five new concrete grain tanks are to be built for the Farmers' Mill & Elevator Company of Columbia City, Ind.

The charter of the Walton Elevator Company of Walton, Ind., has been amended, increasing the capital stock to \$30,000.

Paul Garrison and his brother have purchased a grain elevator, formerly owned by L. E. Greenwood, located at Galveston, Ind.

Several additions have been built to the plant of the Gas City Elevator Company of Gas City, Ind. The office has been doubled.

J. S. Hazlerigg of Cambridge City, Ind., has purchased the New Lisbon Elevator of the Llewellyn & Leaky Bros. at New Lisbon, Ind.

The elevator of B. F. Romey at Columbia, Ind., has been sold by him to the Farmers' Mill & Elevator Company.

The elevator of Nelson, Kraus & Apfelbaum at Pierceton, Ind., is to be dismantled. The elevator will be replaced with a new one with a capacity of 15,000 bushels.

The Shetterly Bros. was organized at Lapel, Ind., to deal in grain, feed, etc. Oliver C. Shetterly and W. O. Shetterly are the organizers. Capital stock of the company is \$10,000.

Articles of incorporation have been filed for the Collett Equity Exchange of Collett, Ind., to deal in grain and other commodities. F. Jack, W. A. Martin, C. Ayres and George Whitenack were the organizers.

Capitalized with stock amounting to \$15,000, the Co-operative Elevator Company has been organized in Morgan Township, Porter County, Ind. John Maxwell, Henry Pahl and Herman Delter are interested in the concern.

Jacob Taylor, G. G. Philebaum, and George Wise, Jr., are the directors of the Redkey Equity Exchange of Redkey, Ind., which was recently formed. The company will deal in grain and stock. Capital stock amounts to \$25,000.

Horace E. Kinney, LeRoy Urmston and Chessel W. Urmston have incorporated the Big Four Elevator of Indianapolis, Ind. Capital stock of the organization aggregates \$10,000.

S. G. Aldrich, John T. Aldrich, James Bundy, Frank N. Weir and Wm. C. Allen have organized the Welbourn Grain Company of Welbourn Switch, mail Mt. Vernon, Posey County, Ind., capitalized with stock amounting to \$3,000.

The Bloomfield Mill & Elevator Company has been organized at Bloomfield, Ind., for the purpose of building and conducting a grain elevator. Robert F. Parsons is interested. The company is capitalized with stock amounting to \$10,000.

For the purpose of dealing in grain and other produce, the Hungate Wholesale Company of Fountaintown, Ind., was organized, capitalized with stock

of \$50,000. William J. Hungate, Eva Hungate and Harold H. Hungate were the incorporators.

Incorporation papers have been filed for the Reagan Grain Company of Reagan, near Frankfort, Ind. Capital stock amounts to \$15,000. The directors of the corporation are: Frances A. Strange, Elwood Coffing, Richard Reagan, Hiram S. Irwin and Wm. B. Kramer, Jr.

Capitalized with stock amounting to \$20,000, the National Entire Wheat Bread Company was formed at Connersville, Ind., to operate and maintain grain elevators. The directors of the company are: Edward P. Hawkins, Alfred H. McFarlan, J. E. Allport, Thos. C. Bryson and Chas. C. Hull.

THE DAKOTAS

Work has been completed on the new Monarch Elevator located at Oberon, N. D.

Construction work has been started on the A. B. Gillette Elevator at Dell Rapids, S. D.

Half interest in the elevator at Timmer, N. D., has been taken over by Albert Krueger.

The Farmers' Elevator Company of Harrisburg, S. D., will build a new grain elevator there.

Coal sheds are being built to the plant of the Farmers' Elevator Company of Tenvik, N. D.

The Killdeer Equity Elevator located at Killdeer, N. D., has opened up its new plant for business.

The Ferney Farmers' Co-operative Elevator at Ferney, S. D., is closed down because of slack business.

The Farmers' Elevator at Miller, S. D., of which D. H. Smith is manager, has been opened up for business.

The plant of the Mapleton Elevator Company, Mapleton, N. D., has been sold out to the Andrus Grain Company.

An elevator with a capacity of 60,000 bushels is to be built at Cleveland, N. D., for the Farmers' Elevator Company.

A line of three elevators in Stutsman County, N. D., has been purchased by H. O. Sorenson and two of his brothers.

Plans are being considered by farmers in the vicinity of Amidon, N. D., for the erection of a co-operative elevator there.

The Michigan City Farmers' Elevator Company of Michigan, N. D., has filed an application for the dissolution of that concern.

Farmers around Kenmare, N. D., are contemplating rebuilding the Frontier Mill there and operating it as a co-operative elevator and mill.

L. O. Anderson, T. O. Moen and F. E. Carlson have incorporated the Ambrose Farmers' Elevator Company to operate at Ambrose, N. D.

A large warehouse has been built to the plant of the Farmers' Co-operative Elevator Company at Dickinson, N. D., for handling machinery.

Capitalized with stock amounting to \$15,000, the farmers have organized the Equity Elevator Company at Armordale, mail Elsberry, N. D.

The grain and feed business conducted by the M. E. Miller Company at Highmore, S. D., has been purchased by the Farmers' Co-operative Elevator Company.

The contract has been let by the Equity Co-operative Elevator Company of Jamestown, N. D., for the erection of a 40,000-bushel elevator at Ypsilanti, N. D.

The Rowena Farmers' Elevator Company of Rowena, S. D., which was recently formed, has purchased the North Elevator there from the German Grain Company.

WESTERN

A 30,000-bushel elevator is being built at Gilcrest, Colo.

A new elevator is to be erected at Maupin, Ore., for the farmers in that vicinity.

James A. Mahood is interested in the erection of a grain elevator at Gilman, Mont.

A 50,000-bushel elevator is to be built at Whitstrand, near Prosser, Wash., for E. M. Frye.

The elevator of T. L. Fleming at Grassrange, Mont., has been sold to C. A. Anderson of Denton.

A 50,000-bushel elevator has been built for the Albuquerque Milling Company of Albuquerque, N. Mex.

The Farmers' Elevator Company of Suffolk, Mont., is building a new warehouse adjoining its elevator there.

The contract has been let by L. Spelts of Sterling, Colo., for the erection of a 35,000-bushel elevator at Paoli.

Six new grain elevators are being built along the Dixon-Polson branch of the Northern Pacific in Montana.

Incorporation papers have been filed for the Cut Bank Grain Company of Cut Bank, Mont., capitalized with stock amounting to \$20,000. The incor-

porators are: W. T. Greely, T. J. Larson and H. C. Gemberling.

Not long ago incorporation papers were filed for the Keota Farmers' Co-operative Elevator Company of Keota, Colo.

A new grain elevator and warehouse is to be built for the Farmers' Society of Equity at Wilder (r. f. d. Parma), Idaho.

Capitalized with stock amounting to \$50,000, the Equity Elevator & Mercantile Company was formed at Dooley, Mont.

The Treasure State Grain Company, whose headquarters are located at Billings, Mont., has let the contract for the erection of its four new grain elevators.

The present capacity of the plant of the Ferdinand Rochdale Company at Ferdinand, Idaho, is to be increased to 146,000 bushels.

The State Elevator Company of Cascade, Mont., has made tentative plans for increasing the capital of the company to \$100,000.

The capital stock of the Grain Growers' Warehouse Company of Wilbur, Wash., has been increased from \$16,000 to \$50,000, it is reported.

The Centennial Mill Company of Spokane, Wash., has completed arrangements for the erection of a 1,000,000-bushel terminal elevator there.

The Drummond Equity Association of Drummond, Mont., has completed arrangements for the erection of an elevator of approximately 30,000 bushels' capacity.

The Port of Astoria Commission of Astoria, Ore., has let the contract for the erection of 36 concrete bins having a storage capacity of 1,000,000 bushels of wheat.

The contract has been closed by the Greeley-Schmidt Elevator Company of Great Falls, Mont., for the erection of two elevators, each to be of 25,000 bushels capacity.

The Montana Elevator Company of Lewistown, Mont., has announced that it will furnish farmers with field seeds at actual cost of grain, plus transportation charges and cost of sacks.

The contract has been let to the Burrell Engineering & Construction Company for the erection of a modern grain elevator at Mansfield, Wash. The elevator is to be operated by the farmers' organization of that place.

ILLINOIS

A grain elevator is to be built at Lowder, Ill., by J. W. Hairgrove.

A new smokestack has been built for the Halliday Elevator located at Cairo, Ill.

A new elevator is to be built for the Bishop Grain Company at Sheldon, Ill.

A galvanized iron roof is being put on the plant of the Rio Grain Company of Rio, Ill.

The Bush Elevator at La Hogue, Ill., has been purchased by Otto Maddin of Ridgeville.

Hammon Bros. of Cerro Gordo, Ill., are building a new elevator of 60,000 bushels' capacity.

The elevator of L. J. and R. W. Jeter at Ashton, Ill., has been sold to J. Melvin Bergeson of Earlville.

The A. G. Haynes Grain Company of Champaign, Ill., has let the contract for the erection of a new office building.

The safe in the office of O'Neil and Plotner's elevator, at Philo, Ill., was rifled by burglars recently. About \$30 were taken.

A new elevator is being built and improvements are being made for the Kaneville Grain & Supply Company of Kaneville, Ill.

A site has been granted the Smith-Hippen Grain Company of Pekin, Ill., on which it will build, at once, a new grain elevator.

The Farmers' Elevator Company of Monticello, Ill., has been organized. Capital stock of the corporation amounts to \$10,000.

A building is to be built for the Farmers' Elevator Company of Thomasboro, Ill., and will be utilized by that company as a warehouse.

New buildings are being erected to the Farmers' Elevator at Winchester, Ill., taking the place of those which were burned some time ago.

The contract has been let by the Farmers' Elevator Company of Danvers, Ill., for the erection of a new elevator at Stuckey's Siding.

A general overhauling has been given the warehouse of the Southern Illinois Milling & Elevator Company, located at Murphysboro, Ill.

A. G. Dohm of Carlinville, Ill., has taken into partnership his son Paul. They will conduct the grain and hay business there under the name of Dohm & Son.

C. W. Savage & Son conducting a grain business in Virginia, Ill., have dissolved the partnership. The former has retired from active business. The business will, hereafter, be conducted by Chase C. Savage.

The elevator of Albert Henning, at Coatsburg, Ill., has been purchased by O. C. Miller. The name of the concern will be the Coatsburg Grain & Livestock Company.

Holmes & Maurer of Chesterville, Ill., are interested in the erection of an elevator with a capacity of 40,000 bushels ear corn and 25,000 bushels small grain.

The Wm. Loveless Elevator at Taylorville, Ill., has been purchased by Chas. McKenzie and A. E. McKenzie of Chickasha, Okla. The firm will operate as the McKenzie Bros.

The property of the Pease Grain Company at Chestnut, Ill., has been sold by that company to the Farmers' Grain Company of that place. The consideration was \$17,000.

The Central Mill & Elevator Company will remodel its elevator plant at Holder, Ill., and increase the capacity to 10,000 bushels. Seven additional bins are to be built to the Holder plant.

EASTERN

A grain warehouse is to be built at Wolcott, N. Y., by Henry Harrison Company of Brockport.

The Newton Grain & Feed Company has been formed at Newton, Pa., by John Blackman. Capital stock amounts to \$10,000.

Capitalized with stock amounting to \$100,000, the Walter W. Mooney Company, Inc., was organized at Cranford, N. J. The company will handle grain, hay, feed, ice, etc.

James Stewart & Co., of Chicago, have commenced excavating for the foundation for the new 5,000,000-bushel concrete elevator for the Pennsylvania Railroad Company at Canton, Baltimore, Md.

Incorporation papers have been filed for the Hudnut Company of Boston, Mass., capitalized with stock amounting to \$10,000. The new corporation will deal in grain, cereals, etc. Benj. G. Hudnut is interested.

Incorporation papers have been filed for Lewis-Proctor & Co., of Manhattan, N. Y. Capital stock amounts to \$100,000. The company will deal in grain and foodstuffs and conduct a grain elevator. F. W. Buermeyer, H. B. Proctor and C. C. Clausen are the incorporators.

CANADA

Four elevators are to be built for Strong & Dower of Calgary, Alta. One is to be built at Magrath and one at Raymond.

The Ukrainian Elevator Company, Ltd., of Mundare, Alta., has been incorporated. The capital stock of the company is \$20,000.

Incorporation papers have been filed for the Northwestern Elevator Company at Fort William, Ont. Capital stock amounts to \$250,000.

A grain elevator of 1,000,000 bushels' capacity and a 6,000-barrel mill is to be built for the Alberta Flour Mills, Ltd., at Calgary, Alta.

The capital stock of the Ruthenian Farmers' Elevator Company of Winnipeg, is \$250,000. The company was recently incorporated.

WHAT A GOVERNMENT BOND IS

The Government of the United States has two methods of raising money. One is by taxation. The other is by the sale of bonds, which is a method of borrowing money.

The Government bond is the printed promise of the Government to pay back the borrowed sum of money at a certain time, and to pay interest on it at regular intervals until it is repaid.

The Government borrows money in this way only after it has been given the right to do so by act of Congress approved by the President, and the terms of the loan are set out in the act.

Back of the promise of the Government stands the honor of the Government and all its taxing resources. Really the whole wealth of the nation stands behind this solemn promise of the Government to pay.

This makes a United States Government bond the safest investment in the world. If the bond of the United States Government is not safe, no property in the United States is safe. If the United States cannot pay its bonds, it is hardly probable that it will be able to protect the citizens in their other rights.

The Liberty Loan bonds of 1917 are especially attractive investments. Not only have they this absolute safety characteristic of all United States bonds, but they are tax-free, not only from all existing taxes but from any war tax that may subsequently be levied. No state, city nor county may tax them. The inheritance tax of the United States and of some states may affect them, or, rather, affect their transfer after death of the owner by will or by inheritance.

Another advantage these Liberty Loan bonds possess is that if the Government issues bonds later on during this war at a higher rate of interest the holders of Liberty Loan bonds will be allowed to exchange at par their bonds for bonds bearing the higher rate of interest.

ASSOCIATIONS

CONVENTION CALENDAR

June 19—American Seed Trade Association, Detroit, Mich.

June 21-22—Mid-Summer Meeting of Indiana Grain Dealers' Association at Indianapolis.

June 26-27—Ohio Grain Dealers' Association, Toledo Produce Exchange, Toledo, Ohio.

July 11-12-13—Northwestern Grain Dealers' Association Yellowstone National Park.

July 24-25-26—National Hay Association, Hotel Sherman, Chicago, Ill.

September 24-25-26—Grain Dealers' National Association, Buffalo, N. Y.

NORTHWEST GRAIN DEALERS PLAN MEETING

The Northwest Grain Dealers' Association, the members of which are located in Montana and other Northwestern states, will hold its annual convention at Yellowstone National Park, July 11, 12 and 13. The Association has made rapid strides during the past year and an excellent program has been arranged which will feature, besides others, Charles Quinn, secretary of the National Association; F. R. Durant of Minneapolis; J. R. Pickell of Chicago; John G. McHugh, E. S. Woodworth and O. T. Newhouse of Minneapolis; Charles Brand or a representative from Washington; Prof. Alfred Atkinson, Bozeman, Mont.; J. E. Sperling, Billings; and H. S. Anderson and H. N. Stockett, president and secretary respectively, of the Northwest Grain Dealers' Association.

The entertainment features in this natural wonderland need not be mentioned.

OHIO MEETING AT TOLEDO

The dates for the meeting of the Ohio Grain Dealers' Association have been advanced and the time is now set for June 26 and 27, Hotel Secor, Toledo, being the headquarters. The meetings will be held in one of the cool banquet rooms of the hotel and a splendid program is being arranged, the following having already consented to take part: F. O. Paddock and H. I. Shepperd of Toledo; President E. C. Eikenberry and Secretary Charles Quinn of the National Association; V. E. Butler of Indianapolis; Clark S. Wheeler of the Ohio branch of the Council of National Defense; and a representative of the Department of Agriculture. The Toledo Produce Exchange is arranging entertainment for the ladies as well as the gentlemen that attend the meeting. This will include a visit in the afternoon to the famous resort, where an elegant fish dinner will be served to all present, followed by dancing and other amusements to suit one's taste. The following morning, Wednesday, all ladies present will be given an automobile ride through all the parks, both sides of famous Maumee, arriving at the Country Club where luncheon will be served.

TEXAS GRAIN DEALERS' ASSOCIATION

More than 250 delegates attended the annual convention of the Texas Grain Dealers' Association which was held at Galveston on May 25 and 26. The proceedings were of unusual interest and promise to be of much practical benefit to the members of the Association. Besides the business that was transacted the social entertainment of the delegates at the hands of the people of Galveston was a pleasant feature of the occasion. Conditions growing out of the war situation were discussed and a resolution was adopted pledging the support of the membership to President Woodrow Wilson in his plan of waging the war and encouraging the production and conservation of grain and other food stuffs. At the concluding session the following officers were elected to serve during the ensuing year:

T. F. Connally, Clarendon, president; W. M. Priddy, Wichita Falls, first vice-president; B. E. Clements, Waco, second vice-president; H. B. Dorsey, Fort Worth, secretary-treasurer (re-elected).

The place of the next convention will be selected by the new Executive Committee, composed of the four officers and the three new members elected. They are J. E. Bishop of Houston, L. G. Belew of Pilot Point and A. C. Waters of San Angelo.

A proposed amendment to the constitution of the Association eliminating the secretary-treasurer from holding a place on the Board of Directors resulted in the defeat of the proposition. Several minor changes in the constitution were made, one of

which permits the admission of associate members into the ranks of the Association. Such members must be closely identified in one form or another with the handling of grain. They will have no vote and will not be subject to special assessment for any purpose. The by-laws were changed to conform to the amendment to the trade rules by which members of the organization are relieved from arbitrating differences with non-members of the Association.

The annual address by President J. M. Beasley of Amarillo was characterized by an appeal for helpful co-operation with the Government's plan to regulate the food supply during the war period. E. C. Eikenberry, president of the National Association, delivered an address along the same lines.

The report of H. B. Dorsey of Fort Worth, secretary-treasurer, showed a total of 267 members in good standing at the beginning of the convention. Several additional applications were received and will be acted on by the Executive Committee this morning.

R. C. Dorsey of Fort Worth was awarded a handsome gold watch as a prize offered the winner of the membership campaign, which is in continual operation throughout the year. Mr. Dorsey turned in the names of 19 applicants for membership.

OKLAHOMA GRAIN DEALERS' ANNUAL

President D. J. Donohue spoke very briefly in opening what proved to be the best annual meeting that the Oklahoma Grain Dealers have enjoyed in their 20 years of organized existence. He told of the indebtedness of the Association to Oklahoma City, its present host, for the many times it had entertained them, and then spoke of the value to the trade the Association had been.

M. A. Beeson of the Agricultural College at Stillwater, told of the work that was being done in that state toward improving the wheat, comparing the efforts with those made in Wisconsin on barley and corn.

V. E. Butler of Indianapolis gave an interesting talk on "Right Relations in Business," in which he emphasized the need of accepting responsibility from the standpoint both of business and of community welfare.

C. E. Munn, Federal supervisor of inspection at Oklahoma City, spoke on Federal supervision under the Grain Standards Act, stating that in his experience very few dealers were familiar with the Act or regulations and did not adopt the proper attitude toward the supervisor, who held his position only to see to it that inspections were made properly and fairly. He said that grain dealers could do much in making the Act a success if they would load their cars evenly and uniformly, and not overload.

Secretary Charles Quinn of the National Association spoke on the Pomerene Act, emphasizing the importance of proper weighing facilities.

Oklahoma Crop Conditions were discussed by John Fields, editor of the *Oklahoma Farm Journal*.

W. G. Ashton, state labor commissioner, gave an address on "Safety First" as applied to elevators and mills. He said wood was not recommended for safety appliances on account of the fire hazard. The mills and elevators of Oklahoma have installed so many safety devices that the protection of life and property had passed beyond the experimental stage. But the chief factor still was personal care as 70 per cent of the accidents were due to carelessness. Dust in elevators is a great menace as 30 per cent of deaths in elevators is due to consumption, beside the fire and explosion risk.

President Eikenberry Speaks.

President E. C. Eikenberry of the National Association spoke briefly to the effect that the relation of grain dealers everywhere to the National Government was the same and the trade must be willing and ready to accept the new conditions brought on by war. The National Association is continuously represented at Washington and the interests of all dealers are being watched and looked after. During the war we must do many things that are disagreeable, but we must do our patriotic duty and adjust our business accordingly.

President Donohue appointed the following Nominating Committee: Messrs. Wilson, Hutchins, Randels and Strought.

The work of the boys' clubs in Oklahoma was told by John E. Swain of Stillwater, who has organized the first boys' wheat club on the order of the corn clubs.

On motion which was passed a subscription list was opened and several hundred dollars were raised to support the boys' wheat clubs.

Secretary C. F. Prouty opened the Wednesday ses-

June 15, 1917

sion by giving his annual report, in which he warned members to look up dealers before doing business; urged care in making contracts definite; questioned the efficiency of scale inspection by railroads; urged more active interest in the choice of legislators; objected to storage charge arrangement at Galveston; and reported a balance in the treasury of \$828.79 with dues delinquent \$125.

The following officers, proposed by the Nominating Committee, were elected: President, W. F. Clemons, Marshall; vice-president, J. D. Chalfant, Clinton; secretary-treasurer, C. F. Prouty, Oklahoma City.

Directors: J. E. McChristy of Enid; Fritz Strong of Oklahoma City; C. B. Cozart of Woodward; J. S. Badger of Pawnee; J. D. Sanders of Mineo.

Arbitration Committee: M. C. McCafferty of Marshall; Karl Humphrey of El Reno; J. J. Stinnett of Oklahoma City.

Member of Tri-State Appeal Board: J. H. Shaw of Enid.

RESOLUTIONS.

The following resolutions were adopted:

No Maximum—Keep Markets Open.

Whereas, the necessities of the world demand that the United States produce the greatest quantity of food possible; and,

Whereas, the grower of grain is sorely in need of every encouragement to plant a large acreage to grain; therefore, be it

Resolved, by the Oklahoma Grain Dealers' Association, in convention assembled, this 23rd day of May, at Oklahoma City, that we do hereby instruct our secretary to notify each Oklahoma representative in Congress and the Honorable Secretary of Agriculture that we deem it unwise to place or even to threaten to place a maximum limit upon the price to be paid for farm products. Supply and demand have always proved the fairest factors in establishing market values; hence no effort should be made to ignore their influence. Be it further

Resolved, that the great grain markets of the world, our grain exchanges, should be kept open and running as usual, to the end that the daily purchases, sales, offers and bids of the merchants of the world shall be recorded by a competent authority and the information given to the world.

In Memoriam.

The Oklahoma Millers and Grain Dealers, in joint convention assembled, do hereby express our heartfelt sympathy with our brother member, D. J. Donahoe, and his family, in the bereavement recently suffered by them in the loss of our brother member, Ed Donahoe, who had been a member of both organizations ever since their organization and by whose well balanced judgment and advice it was our fortune and pleasure to be guided in the many years of his usefulness to his family and to the milling and grain dealing industries of the state. We miss his jovial presence in our gatherings and will long remember him as a friend and counsel.

It is hereby ordered by this joint convention that a copy of this resolution be spread on the records of this meeting and a copy thereof, over the signatures of the proper officers, be sent in due course to our brother member, D. J. Donahoe.

No Grain for Alcoholic Drinks.

Resolved, that in view of the fact that all agencies under control or influence of the Government are being urged in the strongest possible manner to increase production of all grains and required to conserve in every possible manner the use and supply of the same, we, the members of the Oklahoma Grain Dealers' Association, in annual convention assembled, regard as a wanton and unnecessary waste the use of any grains for the manufacture of intoxicating liquor; and we demand in the interest and welfare of the Nation that the use of any and all grain for the manufacture of intoxicating liquors be prohibited during the war. Furthermore, as we are under obligation to supply the Allies with a large proportion of our grain deem it in line with the policy above described to make it a condition that such further or continued supply of our grain to the allied nations be predicated upon similar regulations being enforced by them, to the end that the total supply of grain available for the common cause be used for food only.

A resolution expressing appreciation for the able work of Secretary Prouty was also passed. His salary was raised to \$3,000 per year.

FIRE-S-CASUALTIES

Comertown, Mont.—The Atlantic Elevator was damaged slightly by fire.

Avon, S. D.—Lightning struck and destroyed the large grain elevator here on May 20.

Benito, Sask.—The elevator of the Canadian Elevator Company here was damaged by fire.

Minto, Man.—The elevator of the Canadian Elevator Company was burned not long ago.

Miller, Iowa.—Lightning did slight damage to the elevator of the Hubbard Grain Company.

South Heart, N. D.—The N. J. Steffen Grain Company's elevator here was destroyed by fire.

Hendricks, Minn.—Lightning struck the Farmers' Co-operative Elevator and did a slight damage.

Admiral, Sask.—The elevator of the Pioneer Grain Company was recently destroyed by fire.

Glasgow, Mont.—The Montana-Dakota Elevator at this place was damaged slightly by fire not long ago.

Milwaukee, Wis.—The flour and feed store of E. Graetz was damaged by fire to the extent of \$1,500.

Loys Station, Hagerstown, Md.—Samuel Ramsburg lost his elevator here by fire. Loss amounted to \$5,000.

Levering, Mich.—A. H. Mosier's warehouse here burned. Many bushels seed rye, wheat, beans, potatoes and oats were also burned. Loss amounted to \$5,000.

Millertown, Neb.—The grain elevator here, together with about 2,000 bushels grain, burned to the ground.

Sheffield, S. D.—The Northwestern Elevator here was destroyed by fire together with about 3,000 bushels grain.

Elma, Iowa.—Fire, which started from sparks from a passing train, destroyed the grain elevator here on May 15.

Vera Cruz, Ind.—An electrical storm did slight damage to the elevator of the Studebaker Seed & Grain Company.

Boston, Mass.—On May 18 the plant of the Warsaw Elevator Company was burned. Loss amounted to \$50,000.

Sleepy Eye, Minn.—A slight fire occurred in the Bingham Elevator. It was put out, however, before any damage was done.

Galesburg, Ill.—The Consumers Fuel & Feed Company lost one of its buildings by fire not long ago. Loss amounted to \$9,000.

Chicago, Ill.—Fire started in the building occupied by the Davis Bros., dealers in hay, grain and feed. The loss was slight.

Wymore, Neb.—The feed store of Geo. Noll here was destroyed by fire to the extent of \$2,000. Building was insured for \$500 and stock for \$100.

Andale, Kan.—The elevator of the Pacific Elevator Company here was destroyed by a cyclone. It contained only about 50 bushels of wheat.

Hebron, Ohio.—The hay warehouse of Baugher & Trimmer was damaged by fire on May 18 to the extent of \$15,000. Insurance of \$10,000 was carried.

Glengarry, Mont.—The elevator of the Western Lumber & Grain Company, located at this point, was destroyed by fire together with 1,400 bushels of seed wheat and 300,000 pounds of seed oats. The

loss amounted to about \$14,000. The origin of the fire is unknown.

Dougherty, Iowa.—The elevator owned and operated by the Independent Grain & Lumber Company was struck by lightning and damaged.

Moorland, Iowa.—The plant of the Farmers' Grain Company was burned on May 23. The loss of \$4,500 was partially covered by insurance of \$3,500.

Colorado Springs, Colo.—The Seldomridge Grain Company's warehouse was partly destroyed by fire with loss in flour, wheat, corn and hay of \$50,000.

David City, Neb.—Fire destroyed the C. B. Barker Elevator together with its contents of 2,500 bushels grain. A new grain elevator is to be built at once.

New Albany, Ind.—The six-story plant of the Louisville Malting Company here was destroyed by fire with loss of \$20,000. Insurance amounted to \$5,750.

Hanlontown, Iowa.—Edward Brunswold, manager of the Farmers' Elevator here, experienced a narrow escape from death when caught in the shaft at the elevator.

Vickery, Ohio.—The large granary on the farm of Frank De Vanna near this point burned on May 17. Three hundred bushels of oats were consumed by the flames.

Hammond, Wis.—Fire started in the Aldridge Elevator from a spark from a passing engine. The blaze was extinguished before any serious damage had been done.

Omaha, Neb.—The elevator of the Maney Milling Company, containing about 50,000 bushels wheat, was destroyed by fire, which is thought to have been of incendiary origin.

Hartford, Conn.—The large warehouse of Loydon, Northem & Loydon at this point was destroyed by fire. The warehouse contained a large quantity of grain when consumed.

Allison, Iowa.—Fire started in the grain elevator of the Allison Farmers' Co-operative Company on June 3. The fire was checked before any great damage had been done.

Broadwell, Ill.—The Holmes & Maurer Elevator caught fire when a railroad car situated near it burned. The fire was, however, put out before any serious damage was done.

Charleston, Ill.—Four large grain elevators located here were totally destroyed when Charleston was struck by the tornado which swept through that part of the state of Illinois.

Hebron, Ohio.—Fire destroyed the warehouse and grain elevator of C. A. Pence. The plant, when burned, contained grain, hay, farm implements, etc. The loss amounted to \$20,000.

Kansas City, Kan.—About \$10,000 worth of grain was destroyed when the building occupied by Phil E. Drought Grain Company was destroyed by fire. The loss is estimated at about \$17,000.

Columbia, S. D.—Incendiaries set fire to the Van Dusen Elevator here resulting in the total loss of elevator and a large quantity of wheat, barley, flax and a carload each of flour and corn.

Memphis, Tenn.—Fire, of unknown origin, destroyed the warehouse of the Pease & Dwyer Grain Company with losses of \$35,000. Ten cars of baled hay were also lost during the fire. The loss is partially covered by insurance.

HESS DRIERS

Dry anything granular, in continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and are sold on 30 days' free trial. — Ask us.

Hess Warming & Ventilating Co.

1210 Tacoma Building, Chicago

Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks. Corn Sieves also, conforming with the new rules.

June 15, 1917

HAY, STRAW AND FEED

The Owens Flour & Feed business has been opened up in Brookfield, Mo.

A warehouse is being built to the feed and flour store of H. O. Wheeler at Viola, Wis.

A frame store room is to be built for the City Hay & Grain Company of Zanesville, Ohio.

A new warehouse is to be built at Council Bluffs, Iowa, for the Interstate Flour & Feed Company.

The feed business of J. Harper at St. Johns, Mich., has been purchased by L. J. Pierson of Grant.

A new feed, grain and grocery house has been opened up in Valdosta, Ga., for J. R. Harris and A. B. Smith.

A new fireproof building is to be built for J. B. Holt at Harrison, Ark., in which he will conduct his feed business.

The Mayr Grain Company of Jonesboro, Ill., now carries flour and feed in connection with their other business.

The capital stock of the H. Heinrichsmeyer Feed Company of St. Louis, Mo., has been increased from \$6,000 to \$33,000.

For the purpose of handling feed and hay, the Newlocks Feed Company was incorporated at Brooklyn, N. Y., capitalized with stock of \$1,000.

The Goodrich Bros. Hay & Grain Company operating at Winchester, Ind., has issued \$100,000 preferred stock making its total capitalization \$300,000.

A feed and flour warehouse is to be built at Moran, Kan., for the Moran Grain Company. The plant will have a capacity for about 10 or 12 cars of feed and flour.

The business of Smith & Harbison at Shelbyville, Ky., has been sold to the Shelby County Feed & Grain Company. The company operated a general store and feed business.

Jno. B. Davis is president; Frank A. Krueger, vice-president; and O. J. Simons, secretary and treasurer of the new Farmers' Company organized at Sturgeon Bay, Wis. The company has taken over the feed and flour business of Jno. B. Davis there and will run it in connection with the office at Sawyer.

The Mullally Hay & Grain Company of St. Louis, Mo., reported for the past week that their market for timothy hay is keeping well cleaned up right along and in good condition for fresh arrivals. Prairie hay in scant offerings and demand urgent for No. 1 and choice with fair inquiry for the lower grades. Alfalfa hay ruling steady with a good demand at unchanged prices.

VINCENT.—I. D. Vincent died after a short illness at his home in Ottawa, Ill. He had just been appointed state Chief Grain Inspector by Governor Lowden.

WEAVER.—C. W. Weaver died on May 16 at his home in Westwood, Ohio. He had for many years been engaged in the grain business at Cincinnati.

WICHENER.—After undergoing an operation, E. G. Wichener passed away at a hospital in Spencer, S. D. Mr. Wichener was manager of the Nye-Schneider & Fowler Company's elevator at Herrick, S. D. He had the operation performed in order to overcome a physical defect which prevented his being accepted in the U. S. Navy.

WOOD.—On May 22, Frank Clifford Wood, president of the Cumberland Seed Company of Nashville, Tenn., passed away after a long illness. He became president of the Cumberland Seed Company in 1908.

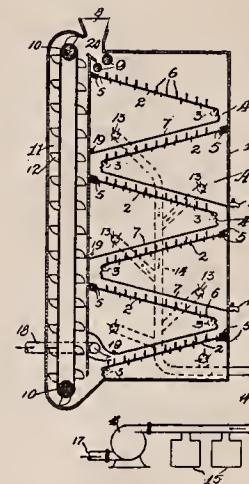
YEAZELL.—H. A. Yeazell passed away after an illness of long duration. He has been connected with the Globe Grain & Milling Company, San Francisco, Cal., for the past 12 years.

GRAIN TRADE PATENTS

Bearing Date of May 8, 1917

Aparatus for Cleaning and Drying Grain.—Michael Borislavsky, Minsk, Russia. Filed September 5, 1913. No. 1,225,403. See cut.

Claim: Apparatus for cleaning and drying grain, comprising a casing, a plurality of movable sieves arranged therein so as to continuously conduct the grain through the casing, partitions flexibly connected to said sieves to form therewith separate closed compartments, each having an outlet opening, a common conduit connected to said outlet opening, a suction pump in said conduit, an air chamber, a plurality of

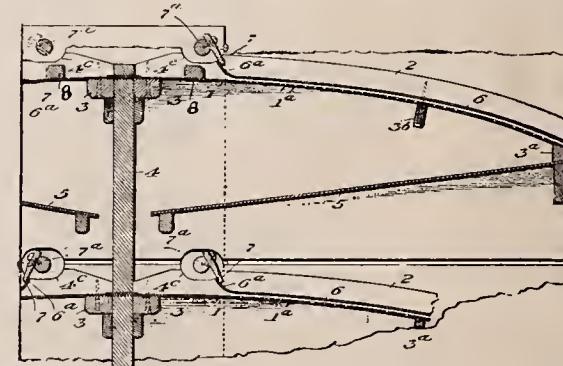


apparatus for supplying to said chamber air at various temperatures, means for controlling the supply of air from each of said apparatus, means connecting said air chamber with said casing, and a fan in said connecting means for forcing the air from said chamber through said casing.

Bearing Date of May 15, 1917

Grain Separator.—John B. Cornwall, Moline, Ill., assignor to Barnard & Leas Manufacturing Company, Moline, Ill., a corporation of Illinois. Filed November 24, 1916. No. 1,226,189. See cut.

Claim: In a separator for the purpose specified a curved screen adapted to be vibrated and a similarly curved apron overlying the perforated portion of a



screen and supported at its inner or receiving side independently of the screen.

Bearing Date of May 22, 1917

Seed Corn Stringer.—Jesse M. Marrington, Nemaha, Iowa. Filed February 7, 1916. No. 1,227,059.

Bearing Date of May 29, 1917

Grain Spout Elevator and Adjuster.—Marion E. Stinnett, Victoria, Ill. Filed July 31, 1916. No. 1,227,976. See cut.

Claim: An elevator spout holding and adjusting device comprising a base, a vertically slotted mast rotatably mounted on the base, a boom made of relatively telescopic sections, one of the sections being disposed through the slot and pivoted intermediate its ends to the mast for vertical movement, an elevator support operatively carried upon the extremity of the



THE LATE L. W. BODMAN

and the Chicago Stock Exchange. He came to Chicago in 1884 and became the resident partner of Milmine, Bodman & Co., grain dealers of Baltimore. In 1908 he retired from active business. He leaves his widow and one son.

DONAHOE.—Edw. L. Donahoe, a grain dealer and mill owner, owner of the Ponca City Milling Company of Ponca City, Okla., died on May 17. He was a member of the Oklahoma Grain Dealers and Oklahoma Millers Associations.

DOYLE.—Heart trouble caused the sudden death of Martin Doyle in Cleveland, Ohio. He was traffic manager of the Cleveland Grain Company.

PURSLEY.—Thomas J. Pursley, a member of the grain firm, Buckley-Pursley & Co., of Peoria, Ill., shot and killed himself on May 24 at his office. Mr. Pursley was president of the Board of Trade of Peoria in 1912 and an active member of that organization for nearly 45 years. His widow and three children survive him.

ROTHSCHILD.—David Rothschild, who had been connected with the cash grain business in Chicago, Ill., died recently.

SPELMAN.—On May 27, Jas. Spelman, president of the John S. Metcalf Company, Ltd., died in Montreal. Mr. Spelman for 23 years had been engaged in designing and building elevators and mills and was well known among elevator and mill men in the United States and Canada. Further details are to be found elsewhere in this issue.

THORNHILL.—W. D. Thornhill, who has been a member of the brokerage firm, Reynolds & Thornhill, at Bluefield, W. Va., died on June 1, aged 55 years. He leaves a widow and two children, a son and a daughter. He was a Mason and a U. C. T. of long standing.

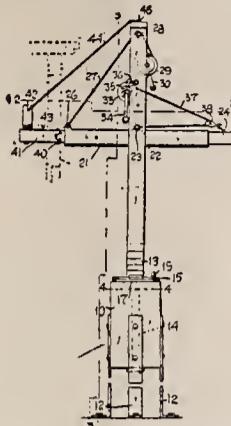
VAN WAGONER.—Peter H. Van Wagoner died on May 28 after a short illness. He was the oldest member of the New York Produce Exchange and for 64 years had been engaged in the grain business at New York. He was 82 years old.

THE AMERICAN ELEVATOR AND GRAIN TRADE

June 15, 1917

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other section, means for raising or lowering the free end of the boom and holding it in its adjusted position.



to establish state inspection and weighing of grain at such places as they might see fit, declaring warehouses in such places to be public warehouses, and providing for the inspection and weighing of the grain in such places, rendered all the other sections of the same act invalid, and thereby left that business practically unregulated by statute; since the bond covered the common-law obligation of the warehouseman as well as statutory obligation.

ALL grain elevators and flour mills in the state of Ohio will be inspected in the near future if the present plans of the National Board of Underwriters are carried out. The investigation is to be made with a view of conserving food and preventing fires.

tions, and means for shifting the spout supporting section of the boom outward relative to the pivoted section thereof.

Bearing Date of June 5, 1917

Grain Door.—Wyatt M. Insko, Carlisle, Ky. Filed November 11, 1914. No. 1,229,085.

Seed Corn Drier.—Joseph Hesse, Hartington, Neb. Filed August 21, 1916. No. 1,228,556.

IN THE COURTS

The Missouri Pacific Railroad is defendant in suit brought by the Farmers' Elevator Company of McCracken, Kan., for \$5,356 damages for failure to deliver cars to the elevator.

Chester L. Weeks of Atchison, Kan., has brought suit against the White Cloud Mill & Elevator Company of White Cloud, Kan., for damages due to breach of contract for 1,500 bushels corn.

W. W. Dewey & Sons, operating at Peoria, Ill., have filed suit against the Rock Island Railroad for \$1,000 loss due to deterioration in value of wheat because of delay in transit over that road.

The seed firm, W. H. Small & Co., of Evansville, Ind., were granted judgment in its case against Herman Wilk, D. D. Simmons and D. D. Simmons Company. Suit was outgrowth of failure of the defendant to deliver a car of seed.

The Conover Grain Company, of Springfield, Ill., was awarded \$544 in its suit against the Baltimore & Ohio Railroad. The company charged in their complaint that a car of grain shipped by it over the B. & O. deteriorated in value because of delay in transit.

A favorable verdict was rendered J. F. Sears in his suit against E. S. Isaacs by the Superior Court of Walla Walla, Wash. The plaintiff brought suit for \$2,120, claiming that he had contracted with defendant for wheat which he, the defendant, failed to deliver.

Suit has been filed by the Kirkwood Grain & Supply Company against the Chicago Feed & Fertilizer Company in the Miami (r. f. d. Cleves, Ohio) Common Pleas Court, for \$1,728.63 damages. Defendant is said to have failed to deliver wheat as contracted for by plaintiff.

Surety Company Liable

(Missouri) The regulation of the business of public warehousemen is a proper exercise of the police power.

A surety company held liable on a public warehouseman's bond for the warehouseman's breach of his common-law duty, even if the unconstitutionality of Rev. St. 1899, §§ 7623, 7625, 7630, rendered invalid the statutory regulations of warehousemen.

In an action on a public warehouseman's bond for failure to deliver grain, the exclusion of evidence that the grain had disappeared by natural shrinkage was not error where it was not pleaded as a defense.

A warehouseman is liable *ex delicto* for failure to use care for the safekeeping of the goods.

A warehouseman is liable *ex contractu* for failure to deliver the goods on the surrender of the warehouse receipt.—*State, to Use of Hubbard & Moffitt Commission Co., v. Cochrane* (175 S. W. 599).

A surety company which executed for a premium a bond for a warehouseman to enable him to secure a license to conduct a public grain elevator, conditioned that he would perform his duties as a warehouseman under the laws of Missouri, and that he would comply with the laws of said state relating to the inspection of grain and to public warehousemen, is liable to the holder of a warehouse receipt for grain which the warehouseman failed to deliver, even if the unconstitutionality of Rev. St. 1899, §§ 7623, 7625, 7630, delegating to the railroad and warehouse commission power

BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

Miscellaneous Notices

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

FOR SALE CHEAP

A 22-horsepower Howe Gasoline Engine in A-1 condition. HOWE SCALE COMPANY, 1315-25 Wabash Ave., Chicago, Ill.

GASOLINE ENGINES FOR SALE

From 1 to 10 horsepower. Rebuilt. Bargains. Write for complete list. Also oil engines. STANDARD SCALE CO., 165 North May St., Chicago, Ill.

FOR SALE

One No. 1 Williams' Ideal Alfalfa Grinder, complete with two sets of hammers. Practically as good as new. Will sell for less than half price. Write or wire N. B. WALDO FEED & MILLING CO., El Reno, Okla.

WANTED

Second-hand 12-inch head, second 12-inch boot, 90 feet belting and buckets, second-hand 10-inch conveyor, 50 feet long, second-hand cornmeal mill, second-hand 24-inch attrition mill and second-hand floor scale. WERTZ & SHAW, Union, Henry Co., Ill.

REBUILT SCALES FOR SALE

In first class condition. Wagon scales, 5, 6, 8 and 10-ton capacity, various size platforms with double beam. Also warehouse, dormant and portable scales. All well-known makes. Write for complete list and special price. STANDARD SCALE CO., 165 North May St., Chicago, Ill.

ELEVATORS AND MILLS

FOR SALE

Grain and hay business in town of 1,500 inhabitants. Built in 1915. Elevator capacity 15,000 bushels; hay barn 50 tons loose hay. Two railroads. Doing good business. Good reasons for selling. Price \$6,000 if taken before July 1. Terms \$3,000 cash; balance on time. THE RAYMOND P. LIPE CO., Bryan, Ohio.

FOR SALE

Only occasionally is an Illinois country elevator proposition where business and competition are good, elevators modern and location the best, placed on the market. If you are interested in such a proposition to the extent of \$50,000 (properties will invoice more than that amount), address OWNER, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

DESIRED

By young lawyer, seasoned, with tested executive ability and considerable experience in the milling industry and grain business gathered in the course of several years' activity in home and foreign countries (correspondent in three languages), negotiation with reliable firm, purporting engagement in suitable line. H. T., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE

From the wrecked Armour Elevator, Chicago, Ill., located on railroad, there is for sale several million feet of No. 1 hemlock and pine lumber, thoroughly dried and in good condition; *equally as good as new lumber and at much lower prices*.

Nails have been removed, and end trimmed. Lumber is sound and very good stock, in sizes of 2x4 2x8
2x6 2x10

in lengths from three (3) to eighteen (18) feet. Different lengths and sizes sorted in different piles; also timbers of different sizes and lengths. Can be loaded on cars, or wagons.

This stock is bright and thoroughly dried, and has not been exposed to the weather for several years.

For further information and prices, address O. QUARNSTROM, 1102 North Clark Street, Chicago, Ill.

THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF

FIREPROOF WINDOWS

We manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and

Metal Roofing

For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

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TRADE

KANSAS CITY

GRAIN
RECEIVERS**W. S. NICHOLSON GRAIN COMPANY**

ESTABLISHED 1895

310 BOARD OF TRADE, KANSAS CITY, MO.

We Strive to Serve You Better on Your

CONSIGNMENTS—CORN—OATS

Want Your Hedging and Feeder Orders

YOUR BUSINESS IS APPRECIATED

Peirson - Lathrop Grain Co.GRAIN COMMISSION
MERCHANTS AND SHIPPERS

501-502 Board of Trade Bldg., Kansas City, Mo

MEMBERS

Kansas City Board of Trade, Chicago Board of Trade,

St. Louis Merchants' Exchange, Grain Dealers Nat'l Ass'n.

WESTERN GRAIN COMPANY

BUYERS AND SHIPPERS

Wheat, Corn, Oats, Barley, Kaffir Corn, Milo, Mill Feed
Straight and Mixed Cars, Sacked or Bulk**Gibraltar Building,**

Member—Kansas City Board of Trade, St. Louis Merchants' Exchange, Grain Dealers' National Association

Kansas City, Mo.

KAFFIR CORN MILO MAIZE GRAIN**B. C. CHRISTOPHER & CO.**

KANSAS CITY, MO.

GRAIN
EXCHANGE

DENVER

RECEIVERS
AND
SHIPPERS**J. B. BEST & CO.***Grain*

DENVER - - COLORADO

THE F. C. AYRES MERCANTILE CO.Shippers and Receivers
Graded types of hard and soft milling wheat
All other kinds of grain
Timothy, Alfalfa and Prairie Hay
DENVER, COLORADO

DENVER OFFICE

613-614 Cooper Bldg.

OMAHA OFFICE

836-837 Grain Exchange Bldg.

O'DONNELL GRAIN CO.

(Incorporated)

Commission Merchants
CONSIGNMENTS SOLICITED**THE HARRINGTON-PLUMER MERCANTILE CO.**

WHOLESALE

HAY - - - - GRAINCOLORADO'S LARGEST ALFALFA SHIPPERS
1335 TWENTIETH STREET DENVER, COLORADO**T. D. Phelps J. P. Ross F. G. Olson**
THE FARMERS GRAIN CO.

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Urmston Grain Co., grain commission.*†
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Christopher & Co., B. C., grain commission.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., corn and oats.*
Nicholson Grain Co., W. S., grain com.*
Peirson-Lathrop Grain Co., grain com.
Peppard Seed Co., J. G., alfalfa seed, millet.
Rudy-Patrick Seed Co., alfalfa, cane, millet.
Western Grain Co., shippers grain and feed.*

LANCASTER, PA.

Eby & Son, Jonas F., receivers and shippers.*†

LUFKIN, TEXAS.

White Grain Co., seeds.

MANSFIELD, OHIO.

Goemann Grain Co., grain merchants.*†

MEMPHIS, TENN.

U. S. Feed Co., receivers and shippers.

MILWAUKEE, WIS.

Bell Co., W. M., grain and seeds.*
Cargill Grain Co., receivers and shippers.
Courteen Seed Co., seeds.
Donahue-Stratton Co., buyers and shippers.*
Franke Grain Co., receivers and shippers.*
Mohr-Holstein Commission Co., grain com.
Taylor & Bourne Co., corn, oats, barley.*
L. Teweles Seed Co., seeds.

MIDDLE POINT, OHIO.

Pollock Grain Co., track buyers, hay, grain.*†

MINNEAPOLIS, MINN.

Gould Grain Co., grain merchants.
McCaull-Dinsmore Co., com. merchants.*
Quinn, Shepherdson Co., grain merchants.*
Scroggins-McLean Co., receivers and shippers

NEW CASTLE, PA.

Hamilton Co., hay, straw, grain, millfeed.*

NEW YORK, N. Y.

Forbell & Co., L. W., com. merchants.*
Travis, Inc., Wright S., grain, hay, flour, feed.

NORFOLK, VA.

Colonial Cereal Co., wheat, corn, oats, etc.

OMAHA, NEB.

National Grain Co., grain commission.*

PEORIA, ILL.

Buckley, Pursley & Co., merchants.*
Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*†
Mueller Grain Co., receivers and shippers.
Rumsey, Moore & Co., grain commission.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Delp Grain Co., E. E., grain and feeds.*
Graff & Son, L. G., grain exporters.*
Miller & Sons, L. F., receivers and shippers.*†
Richardson Bros., grain, flour, mill feeds.*
Rogers & Co., E. L., receivers and shippers.*†
Young & Co., S. H., grain, flour, alfalfa, feed.*

PITTSBURGH, PA.

Heck & Co., W. F., grain, hay, mill feeds.*†
Herb Bros. & Martin, grain and hay.*†
McCague, R. S., grain and hay.*†
Smith & Co., J. W., grain, hay, feed.*

RICHMOND, VA.

Adams Grain & Provision Co., grain, hay.*†
Beveridge & Co., S. T., grain, hay, feed.*†

ST. JOSEPH, MO.

Elwood Grain Co., receivers and shippers.
St. Joseph Public Elevator Co., public storage.
Marshall Hall Grain Co., receivers, shippers.

ST. LOUIS, MO.

Elmore-Schultz Grain Co., receivers, shippers.*
Goffe & Carkener Co., grain, hay, seeds.*†
Graham & Martin Grain Co., rec. exclus.*†
Langenberg Bros. Grain Co., grain com.*†
Marshall Hall Grain Co., rec., shippers, & exp.*
Mullally Hay & Grain Co.*†
Nanson Commission Co., receivers, shippers.*†
Picker & Beardsley Com. Co., grain, hay.*†
Prunty, Chas. E., grain and seeds.
Schisler-Corneli Seed Co., seeds.
Toberman, Mackey & Co., grain, hay, seeds.*†

TOLEDO, OHIO.

King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*†
Wickenhisier & Co., John, grain dealers.
Young Grain Co., grain and seeds.*†
Zahm & Co., J. F., grain and seeds.*†

WASHINGTON, D. C.

Craig, J. V., grain, hay broker.*†

June 15, 1917

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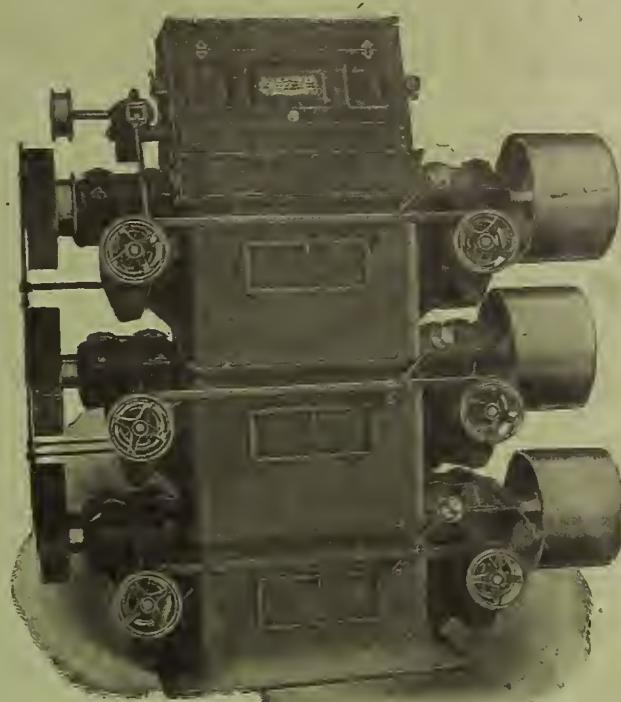
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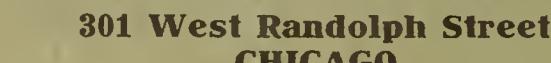
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